



Acadia Cruise in Maine August 2 – 9, 2008

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Table of Contents

WELCOME	4
Welcome from the Master	5
General Information and Procedures	7
Registration.....	7
Skippers' Meeting.....	7
Fleet Communications	7
Flag Etiquette.....	7
Dress Ship.....	7
Daily Routine.....	7
Harbor Starts.....	8
Dress Code for Onshore Activities	8
Rafting	8
Good Relations	8
Event Tickets	8
Waiver of Liability	8
Emergency Services – Fire, Police, Ambulance.....	8
Reference Material.....	9
Fun & Games/Activities	12
Facilities Symbol Key.....	13
Where We Are Going	15
Southwest Harbor – Saturday, 08/02/08.....	15
Southwest Harbor Facilities.....	15
Flanders Bay – Sunday, 08/03/08.....	19
Flanders Bay Facilities	19
Bar Harbor - Monday/Tuesday, 08/04-05/08	21
Bar Harbor Facilities.....	21
Burnt Coat, Swan's Island – Wednesday, 08/06/08	25
Burnt Coat Harbor Facilities.....	25
WoodenBoat - Thursday, 08/07/08.....	29
Wooden Boat, Brooklin Harbor Facilities	29
Pretty Marsh - Friday, 08/08/08.....	31
Pretty Marsh Facilities.....	31
Southwest Harbor - Saturday, 08/09/08.....	32
Sailing Instructions and Race Schedule.....	32
Sailing Instructions and Race Schedule.....	33
Trophies	37
Maine Chart Talk.....	38
Spare That Trap	41
Sunflower Raft Guidelines for 12-40 Boats	43
And now a word from our sponsors and suppliers	48
The Fleet	51
The Fleet	52
Boats in the Fleet	52
Crew by Boat Name.....	54
Alpha Crew List.....	56



2008 Acadia Cruise in Maine

WELCOME

After nearly a year of planning your Cruise Committee has put together a cruise that will give us a lot of fine sailing, spectacular scenery, some challenging navigation, congenial shore-side dinners, and time to get to know each other better.

We thank the Port Captains for their contributions to the Harbor Facilities pages.

There are too many people to be mentioned individually here who have endeavored to make this cruise a success.

Thanks, too, in advance to the Cruise Committee members whose contributions will not occur until the cruise begins.

This Cruise Book has been a work in progress. We wanted you to have the latest information as it became available. A preview of the book was posted on the Corinthians' website. We hope that it assisted the cruise participants in their planning. An added benefit of posting the book early was that we heard from many who offered useful comments and suggestions. Thanks for the input. It really helped in putting on the finishing touches

Much of the information in this book, particularly the General Instructions, was borrowed from books from previous cruises. We wish to thank the previous authors for their wisdom and insight and hope that they will not mind our plagiarism. We also sincerely hope that the previous authors will not be offended if we borrow one piece but not another. This book is certainly a fleet effort.



Harbor Position – Latitude and longitude positions for each

Surf - Photo by Anne Wetzel

harbor are provided for reference and location only. *Use of these positions as navigational waypoints is not recommended and is at the sole risk of the navigator.*

We thank Anne Wetzel, Photographer, of Mt. Desert, for allowing us to include some of her amazing photographs in this book. If you are interested in buying her photographs you can contact her at P.O. Box 914, Mt. Desert, ME 04660, 207-288-0180



2008 Acadia Cruise in Maine

Welcome from the Master

Welcome to all Corinthians and guests to the 2008 Annual Race/Cruise. Maine offers some of the world's best cruising grounds and it has been several years since The Corinthians last visited the Acadia region. This should be a wonderful week with something for everyone, whether casual cruiser, racer, naturalist or otherwise.

Your Cruise Committee, led by J. Jay Mautner and David Linforth, has organized a week of special venues and events.

Work on this cruise has been in progress for many months and your Committee has devoted many hours to its planning and arrangements. They all deserve our appreciation and thanks.



Master Bob Ebin

I look forward to chatting with each of you during Cruise Week and especially to welcoming First Time Corinthians and their Guests at the Master's Cocktail Reception aboard ***NOORD HINDER*** in Flanders Bay on Sunday.

Meet old friends, make new acquaintances and, above all, enjoy the pleasure of sailing in Good Company.

Bob Ebin,
Master



Fireworks - SWH - Photo by Anne Wetzel



2008 Acadia Cruise in Maine

THECORINTHIANS 2008 ACADIA CRUISE IN MAINE COMMITTEE

LAST	FIRST	RESPONSIBILITY	EMAIL
Jewett	Lisa	Advisor	ljewett@optonline.net
Peterson	Ray	Advisor	peteassoc@aol.com
Beringer	Geoff	Children's Activities	gberinger@ol.com
Fetterman	Dan	Children's Activities	dfetterman@kasowitz.com
Mautner	J. Jay	Coast Guard Regatta Permit	corinthianscruise@gmail.com
Linforth	David	Co-Chair	linforth@amtalert.com
Mautner	J. Jay	Co-Chair	corinthianscruise@gmail.com
Pasley	Linda	Crewing	lhc3@psu.edu
Linforth	David	Cruise Book	linforth@amtalert.com
Bannon	Rainette	First Timers/New members	rbannon@umuc.edu
Larsen	Carl / Tulinda	Fun and Games	carlblarsen@aol.com
Hildreth	Jane	Goody Bag/Local Info	janehild@comcast.net
Hilton	Ginny	Goody Bag/Local Info	ginny.hilton@norwalkhealth.org
Larsen	Carl	Logistics officer	clarsen@aahs.org
Ebin	Bob	Master	rebin@salans.com
Lane	Tom	Master's Mate	gailpl@aol.com
Siwicki	David	Medical Officer	dsiwicki@dominiondiagnostics.com
Spinella	Geraldine	Paymaster	gspinella@jmsonline.com
		Photographer - Video	
Thomas	Bill	Photographer -Still	WmPThomas@aol.com
McCarthy	Leslie	Photographer -Still	lesbreezy@aol.com
Laughren	Terry	Port Captain, Bar Harbor	laughren@optonline.net
Hildreth	Charles/Jane	Port Captain, Burnt Coat Harbor	janehild@comcast.net
Pasley	John/Linda	Port Captain, Flanders Bay	lhc3@psu.edu
Hallenbeck	George	Port Captain, Pretty Marsh	gwik@aol.com
Fortin	Roger/Jane	Port Captain, Southwest Harbor	rtf1c@kaballero.com ; jbf1c@kaballero.com
Worm	Vagn	Port Captain, Wooden Boat	toadhall@dialmaine.com
Osborn	Bob	Publicity	robert.osborn@dowdenhelth.com
Taylor	Margo	Race Committee (Chair)	emtesq@aol.com
Jayson	Patti	Race Committee (Planning)	purjay@yahoo.com
Pasley	John/Linda	Race Committee	-
		Race Committee (Planning)	-
Chester	Fred	Race Committee (Signals)	-
Osborne	Bob	Raft Captain (Social)	robert.osborn@dowdenhelth.com
Savory	Wally	Registration	CWSavory@aol.com
Pasley	Linda	Registration Reservation Process	lhc3@psu.edu
		Ships Store	
Pasley	John	Sunflower Raft	jpasley@gmail.com
Pasley	Linda	Sunflower Raft	LHC3@PSU.EDU
Greene	Joyce	Trophies/Awards	joycemgreene@hotmail.com
			-



2008 Acadia Cruise in Maine

General Information and Procedures

Registration

Registration will be from 14:30 to 16:30 on August 2nd at the main boat shed at Hinckley.

Skippers' Meeting

The Skippers' Meeting will be held at 17:00, also at the main boat shed.

Fleet Communications

The fleet channel is VHF Channel 78A, subject to change at the skippers' Meeting. The Cruise Co-Chairs will monitor channels 16 and the fleet channel. Radio announcements will be made on the fleet channel. For individual communications with other fleet boats, please switch to another channel.

Flag Etiquette

Colors are at 0800 hours at which time the ensign shall be hoisted smartly.

Colors are to be ceremoniously struck at sunset each day and while racing.

The Corinthian flag is flown from the starboard spreader.

First Timers and Guests are requested to fly a red streamer, available at registration, from the backstay.

Your club burgee should be flown from the top of the most forward mast.

(Warning: the flag police will be out in force.)

Dress Ship

In anticipation of near perfect weather, the cruise committee has decreed that Dress Ship will occur during the lay day at Bar Harbor August 5th.

Yacht routine directs the following: "When ordered, a yacht in commission shall, when at anchor when the weather permits, dress ship from morning to evening colors. Regular flags should, as far as possible, alternate with pennants. Ensigns, burgees, private signals and flag officer's flags shall not be included among the code flags and pennants in the hoist in dressing ship."

Chapman's recommends the following sequence of alternating letter flags and numbers for a harmonious color pattern: "Starting from forward: AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, ST Zero, CX9, WQ8, ZY Second Repeater."

Daily Routine

08:00 Colors - Raise Ensign

08:30 **08:00*** Radio Announcements/Racing Results
Nautical Bingo

09:30 **09:00*** Harbor Start (Listen for any announcement of changes)

*** Early start on August 6th. It is 24 miles to Burnt Coat.**

Racing Starts (See Racing instructions)

All times subject to change at the direction of the Cruise Co-Chairs, in conjunction with the race chair.

Any yacht joining or leaving the cruise is expected to report to **Slow Poke** on VHF Channel 78A

Rev. 7/20/2008

Page 7



2008 Acadia Cruise in Maine

Harbor Starts

Weather and conditions permitting, just prior to the time set for the Harbor Start, the designated yacht, flying the Great Flag, will circle the harbor, proceed to the head of the Harbor and begin the parade. As the Great Flag passes your location, take your place in a double line (or single if a tight harbor) behind the last boat in the parade.

Dress Code for Onshore Activities

Sailor smart. (After several inquiries, this is the nautical equivalent of “business casual”.)

Rafting

Rafting is always encouraged as a way to meet new members and first timers on a cruise. Rafting may be required in ports where the number of slips or moorings is limited. When rafting consider the wind, swinging room, holding ground, proper spring, bow and stern lines and lots of fenders. Traditionally, the boat rafting provides the lines and fenders. The approaching skipper should ask the skipper of the anchored boat for his choice of port or starboard. If you are interested in rafting at any particular anchorage, feel free to contact Bob Osborn on *Pandora*, on the fleet channel or cell 201 315-3914 for any special rafting requirements, questions or suggestions. There will be several harbors where rafting will be specifically encouraged with announcements to be made by Bob Osborn that morning during fleet announcements.

Good Relations

Some of the venues have invited the Corinthians to use their facilities at no cost to us. It is essential that we leave all shore-side facilities cleaner than we found them. Launch service is not available in most harbors. We may recruit “volunteers” to assist crews in getting ashore. Please tip when appropriate. This applies also to dock masters, dock hands, bus drivers, etc. Please make proper use of pump-out stations and trash and recycling receptacles.

Event Tickets

Upon registering at the Hinckley BBQ, each participant in the cruise will be issued an ID badge. Color coded dots will be affixed to the badge indicating the dinners that the bearer has paid to attend. The back of the badge will be marked with the bearer’s dinner choice for the lobster bake. If you do not have your badge, with the appropriate “meal ticket” attached, you will have to pay for the event in cash or by check. You will be reimbursed upon presentation of the meal ticket and verification by the paymaster. There will be no exceptions. Please wear your badges at all shore side and rafting events.

Waiver of Liability

It is a requirement of the Afterguard that the skippers on Corinthian-sponsored races and cruises shall sign a “Waiver of Liability” to comply with insurance requirements. This waiver was included as part of the 2008 Acadia Cruise/Race in Maine registration form.

Emergency Services – Fire, Police, Ambulance

Dialing 911 from a cell phone in the cruising area will first go to the Maine State Police and then be routed to the local area. Be sure of your location before calling 911. From your cell phone in Burnt Coat call 207 526-1154 not 911



2008 Acadia Cruise in Maine

Reference Material

Reading Material:

“A Cruising Guide to the Maine Coast”, by Hank and Jan Taft, Curtis Rindlaub

This is the best guide to the Maine Coast, now in its fifth edition. Curtis has given us permission to quote from it. For details, visit <http://www.maine coastguide.com>. He will be happy to take your order for the book at 207 766-2337.

Web Sites

<http://www.exploreacadia.com>

<http://www.acadia.national-park.com>

<http://www.acadiamagic.com>

<http://www.visitsouthwestharbor.com>

<http://www.acadiachamber.com>

<http://www.sailacadia.com>

<http://www.sealcoveautomuseum.org>

<http://www.barharborinfo.com>

<http://www.catferry.com>

<http://www.divered.com>

<http://www.itsamainething.com>

<http://www.swansisland.org>

<http://www.woodenboat.com>

<http://www.brooklinboatyard.com>

<http://www.maineboats.com>

Island Explorer. A free bus service, routes and schedule. Visit this site to see the bus routes so that you can best plan your free shore time.

Everything you ever wanted to know about Acadia National Park.

Great photos of Mt. Desert Island can be found here.

It's all about the quiet side of Mt. Desert Island

More about the quiet side.

Karl and Kristen who run the MDI Water Taxi in SW also run a few Friendship Sloops for tours. A busman's holiday for us, but they have some nice photos of their boats under sail on their site.

The Seal Cove Auto Museum is one of the best antique brass car collections in the world.

The Bar Harbor C of C site with lots of business listings.

The departure and arrival schedule for the Cat should not interfere with our cruising, but you can check the latest schedule here.

Families with children will want to check out what Diver Ed has to offer.

This site has a lot of fun information about Maine. Leslie Harlow, also of the Maine Grind, a coffee shop in Ellsworth, pulled it together.

This homey web site certainly conveys that it is a great place to visit.

We will have a lot to look forward to here.

Ditto!

Newly discovered by the author, this site was recommended by Bob Osborne. It is full of information about boats, homes and harbors in Maine.



2008 Acadia Cruise in Maine

The Cruise in a Nutshell

<u>Date</u>	<u>DOW</u>	<u>Time</u>	<u>Harbor/Event</u>	<u>Miles*</u>
8/02	Saturday		SW Harbor –Hinckley's	
		14:00	Registration	
		17:00	Skippers' Meeting	
		17:30	Barbeque Dinner (BYOL)	
8/03	Sunday		Flander's Bay	18
		13:00	Listen for Raftmaster's announcement on fleet channel	
		15:00	12 o'clock anchor boat in position	
		17:00	Cocktail Reception aboard <i>NOORD HINDER</i> welcoming First Timers, New Members and Guests	
8/04	Monday		Bar Harbor	10
		17:00	Dinner at Downeast Lobster Bake in Hulls Cove	
8/05	Tuesday		Bar Harbor	Lay day
8/06	Wednesday		Swans-Burnt Coat	24
		17:30 & 19:30	Seatings at the Boathouse Restaurant (Make reservations in a advance 207 526-4201)	
8/07	Thursday		Wooden Boat	18
		17:30	Salty Pot Dinner Contest	
8/08	Friday		Pretty Marsh	14
		TBA	Dinghy Race	
8/09	Saturday		SW Harbor	15
		17:30	Deck House Restaurant and Cabaret - Cocktails, hors d'oeuvres	
		19:00	Dinner, cabaret, awards	

*Race courses may be longer.

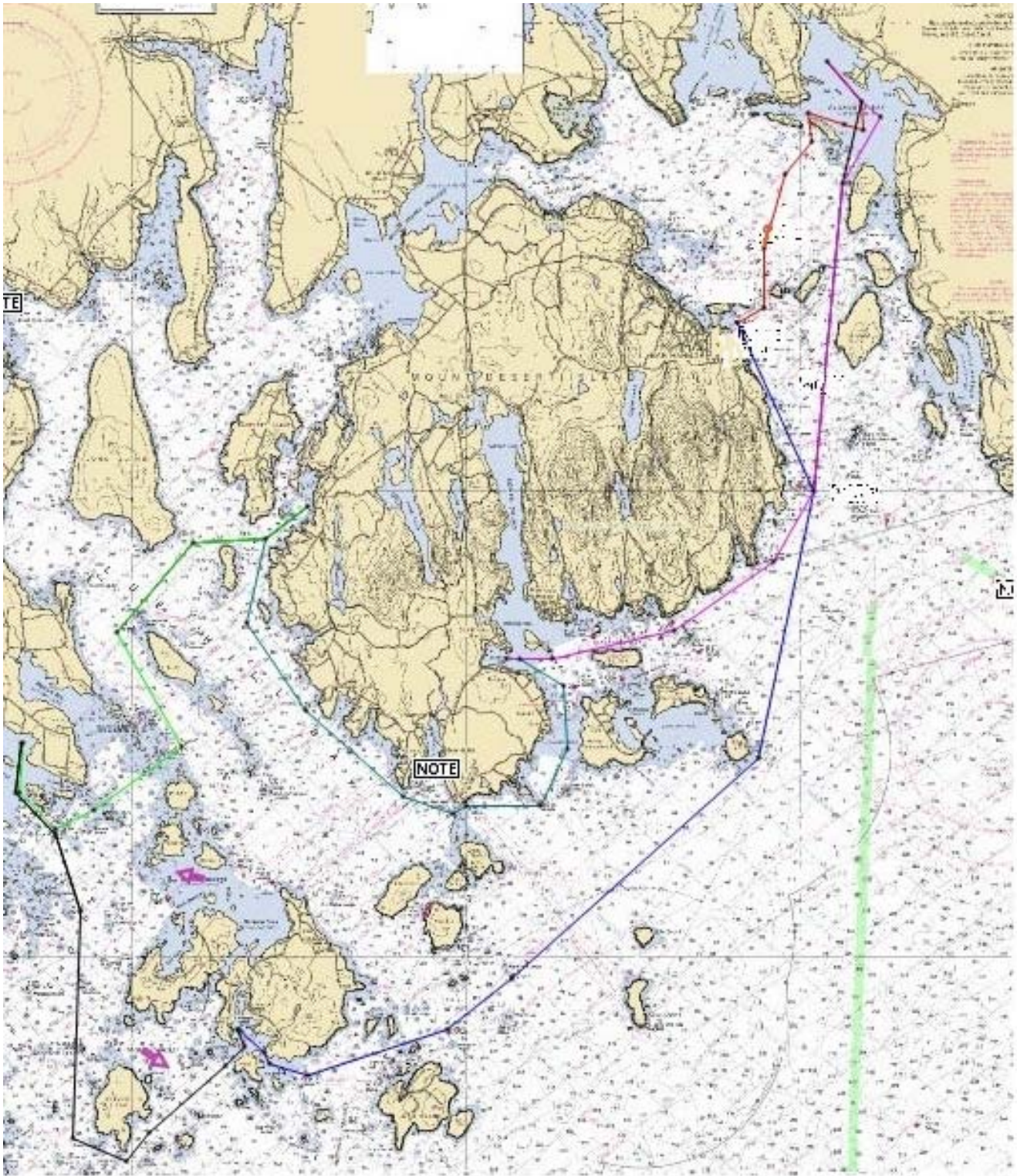


Sunrise at MDI - Photo by Anne Wetzel



2008 Acadia Cruise in Maine

2008 Acadia Cruise Route



For information only. Not for Navigation



2008 Acadia Cruise in Maine

Fun & Games/Activities

- Participation is for children of all ages.
- Unplanned events may break out ... so listen each morning to the announcement.
- Bingo – Cruise Bags will contain bingo cards. Each morning the balls will roll and numbers will be called. Prizes will be awarded at the wrap-up dinner.
- Kite Flying – Fly your kite throughout the cruise. The Kite Flying Trophy, in honor of Jack and Happy Bowman, *Apogee*, circa 1960, will be awarded at the wrap up dinner.
- Special Merit Awards – Look for notable acts of Corinthians spirit, seamanship, kindness, foolishness, laziness, just plain silliness and report anonymously in writing to *Slow Poke*, i.e., rat on your friends.
- Captain Captain – In the Cruise Bag a list of the captains for each participating boat will be provided. The first participating boat to get the signature of the captain and a secret code from each boat will receive a prize.
- Thursday, August 7th Wooden Boat – Salty Pot Dinner
The Salty Pot Award is awarded for the best off-shore recipe. A winning off-shore recipe is one which yields excellent results and is judged to be relatively easy to prepare in the galley while at sea in what could be described as adverse conditions. All participants will vote on the entries. Tulinda Larsen and Helene deNeergaard, jointly the current holders of the Salty Pot, will award the Salty Pot at the wrap-up dinner.
- Friday, August 8th Pretty Marsh – Dinghy Race
Listen to morning announcements for rules. The Race-Cruise Dinghy Race trophy is a mahogany sailboard rudder suitably finished and emblazoned with the Corinthian flag. First awarded in 1996, it is presented to the overall winner of the dinghy race held during the annual Corinthian Race-Cruise.



Fog Seal Harbor - Photo by Anne Wetzel



2008 Acadia Cruise in Maine

Facilities Symbol Key



Fuel



Dockage



Moorings



Anchoring



Dingy dock



Holding tank pump-out



Drinking water



Showers



Ice



Repairs



Shopping



Laundry



Restaurants



Island Explorer stop





2008 Acadia Cruise in Maine

SOUTHWEST HARBOR

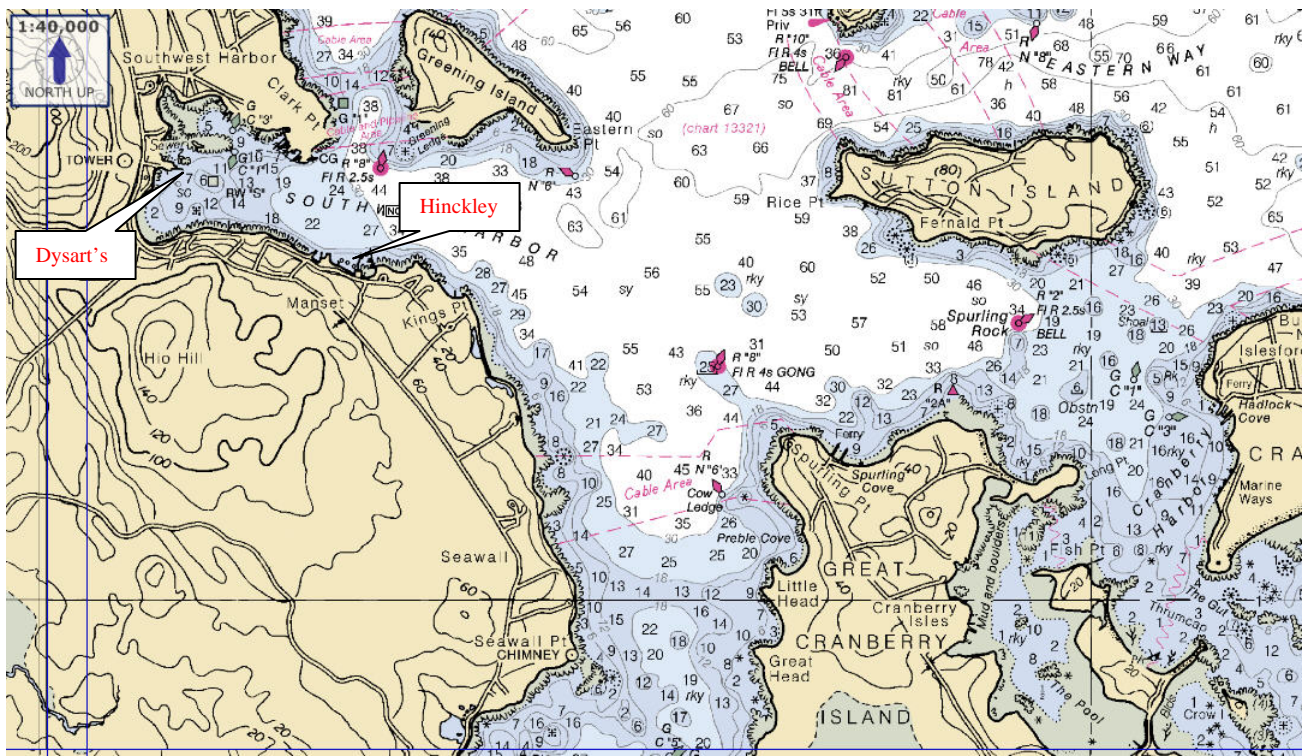
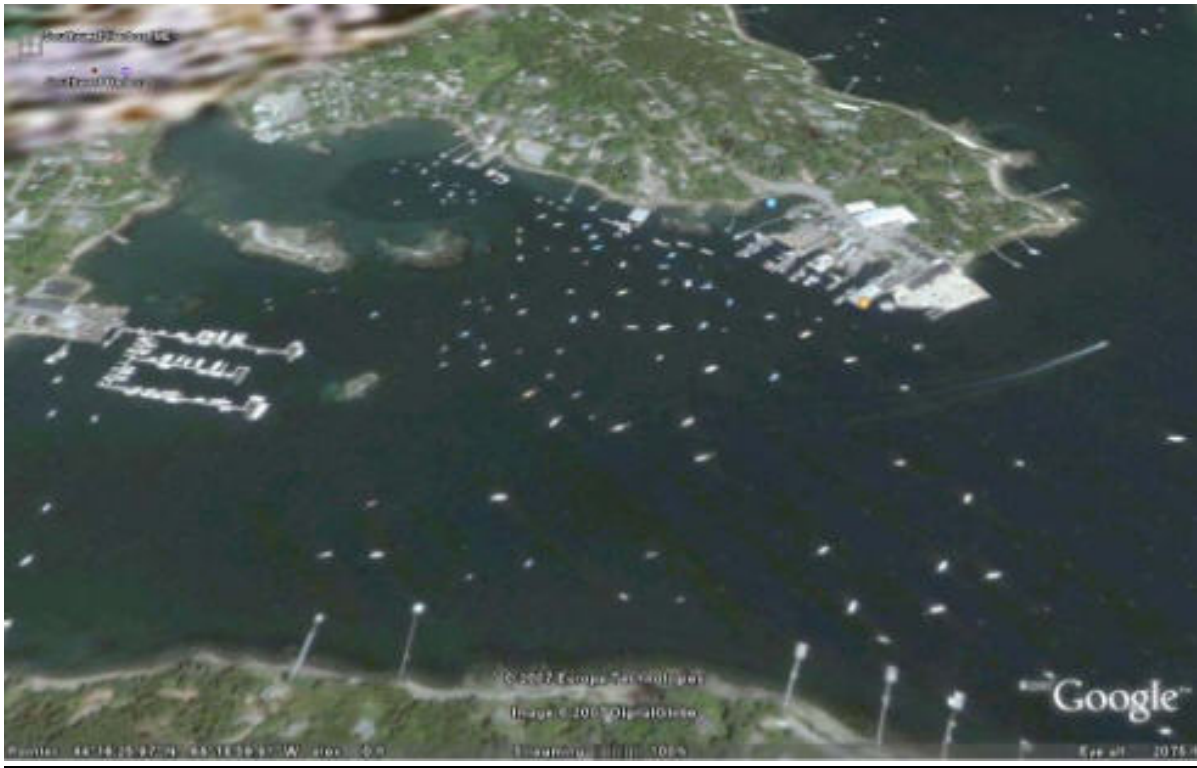


Chart 13321 (Not for navigational use!)

Rev. 7/20/2008



2008 Acadia Cruise in Maine

Where We Are Going

Southwest Harbor – Saturday, 08/02/08

- The kick-off party will be at Manset in Southwest Harbor at Hinckley's yard. Cocktails (BYOL) and catered BBQ, preceded by the Skippers meeting at 17:00. All are welcome. Barbeque has become very popular in Maine and we have found the best. You might mistake the smoker for a locomotive.
- Hinckley's will be reserving some moorings for us. You may want to call ahead for a reservation.
- There are no launch services in Southwest Harbor. We have made special arrangements with Hinckley. Refer to the Port Facilities section for details.
- We have arranged vehicle parking with Hinckley. They have a large lot next to their ships store.



Southwest Harbor Facilities

Charts: 13312, 13321 **Chart Kit:** 74,23 44° 16.40' N 068° 18..85' W

Port Captain(s): Roger and Jane Fortin *Tango*




Harbor Master: **Lyle Dever**, Interim Harbor Master as of 06/08, located at Town Dock, Manset
207 244-7913 VHF 9

Services:







2008 Acadia Cruise in Maine


- Anchorage:** Anchoring within the Harbor is prohibited without the express consent of the Harbor Master.
- Speed Limit:** The harbor speed limit is 5 knots. As of 2002, the speed limit has been extended to include the waters between Clark Point & Greenings Island. Please watch your wake!
- Town Docks:** These are located on the Manset (SWly) shore, and two on the NNEly shore. The lower town dock is just North of the C.G. Base & Beal's wharf. The upper town dock is located in the NNEly upper corner of the harbor. Tie-up times are clearly marked on the floats and Gene asks that you please observe them. Any questions or problems, please call the Harbor Master.
- Launch Service:** The marinas do not usually offer launch service. If you need water transportation within southwest or the nearby islands, call MDI Water Taxi at 207 244-7312 VHF Channel 16
- Marinas:**
- Hinckley's Marine Services** 44° 16.21' N 068° 18.45' W

 130 Shore Rd, Manset, Southwest Harbor ME 04679
 Phone: 207 244-5572 Fax: 207 244-9433 VHF 10
<http://www.hinckleyyachts.com>
 Email: mmadeira@hinckleyyachts.com
 Hinckley's is reserving a number of moorings for the Corinthians. They will be hosting the kick-off event and are very generous with their hospitality. Be sure to visit the well provisioned Hinckley Ship Store.
- Dysart's Great Harbor Marina** 44° 16.47' N 068° 19.33' W

 Micah and Jane Peabody - Email: micah@dysartsmarina.com
 11 Apple Lane, P.O. Box 1503, Southwest Harbor ME 04679
 Phone: 207 244-0117 VHF Ch 9
<http://www.dysartsmarina.com>
- Dysart's** will take reservations for slips on a first come/first served basis. They have no moorings.
- Beal's Lobster Pier** 
 Clark Point Road next to Coast Guard Station
 Phone: 207 244-3202 VHF Ch 16
- Repairs:**
- Downeast Diesel and Marine** Phone: 207 244-5145
Southwest Boat 207 244-5525
Ralph W. Stanley 207 244-3795
- Supplies:**
- Hamilton Marine** – Maine's Discount Marine Store
 165 Clark Point Rd., Southwest Harbor ME 04679
 Phone: 207 244-7870
www.hamiltonmarine.com
- West Marine** - On the left, just up from Great Harbor Marina.
 Apple Lane, Southwest Harbor ME
 Phone: 207 244-0300
- Acadia Sails** – At Great Harbor Marina



2008 Acadia Cruise in Maine

- Groceries:** **Sawyer's Market** 207 244-3315, in the center of town will deliver to the waterfront. **Sawyer's Specialties**, across the street, has a good selection of wines, cheeses. **Little Notch** has great baked goods and sandwiches.
- Restaurants:** **Bella Mare** - Authentic Italian & Seafood Cucina, 207 244-9144, 48 Shore Rd. Manset, just down the road from Hinckley, and across the street from the Harbor Master/Wharf. Chef Luigi is back! For boats arriving early or staying late, **Bella Mare** is worth considering.
- Activities:** **Wendell Gilley Museum**, a short walk north of town on Rt 102 – Extensive collection of carved birds and a complete set of Audubon prints. There are some good films and frequent classes in bird carving. Call 207 244-7555 for information on current exhibits. We will post the schedule in future revisions. In the meantime, you can visit <http://www.wendellgillemuseum.org/>

- The Mt. Desert Oceanarium**, on Clark Point Rd., is a great activity, especially for the kids. Easy to get to, right on the waterfront, west of the town dock, marked by a blue lobster boat. Phone: 207 244-7330

- Seal Cove Auto Museum**, RR102, Seal Cove, 207 244-9242, is one of the best antique brass car collections in the world.
- Emergency:**
- Fire:** 207 244-5233
 - Police:** 207 244-5552
 - Ambulance:** 207 244-5030
 - SW Clinic:** 207 244-5630
 - MDI Hospital:** 207 288-8439
 - Carol Drugs** 207 244-5588 (Village Green)

Tides at Southwest Harbor

DATE	HIGH				LOW					
	AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	Rise	Set
8/2 Sat			12:09	11.0	05:32	-1.1	17:47	-0.3	05:22	19:56
8/3 Sun	00:25	12.1	12:58	11.1	06:20	-1.0	18:37	-0.2	05:23	19:55
8/9 Sat	05:29	8.8	17:47	9.7	11:05	1.8	23:51	1.4	05:30	19:46
8/10 Sun	06:27	8.5	18:43	9.6			00:01	2.2	05:31	19:45



2008 Acadia Cruise in Maine

Flanders Bay

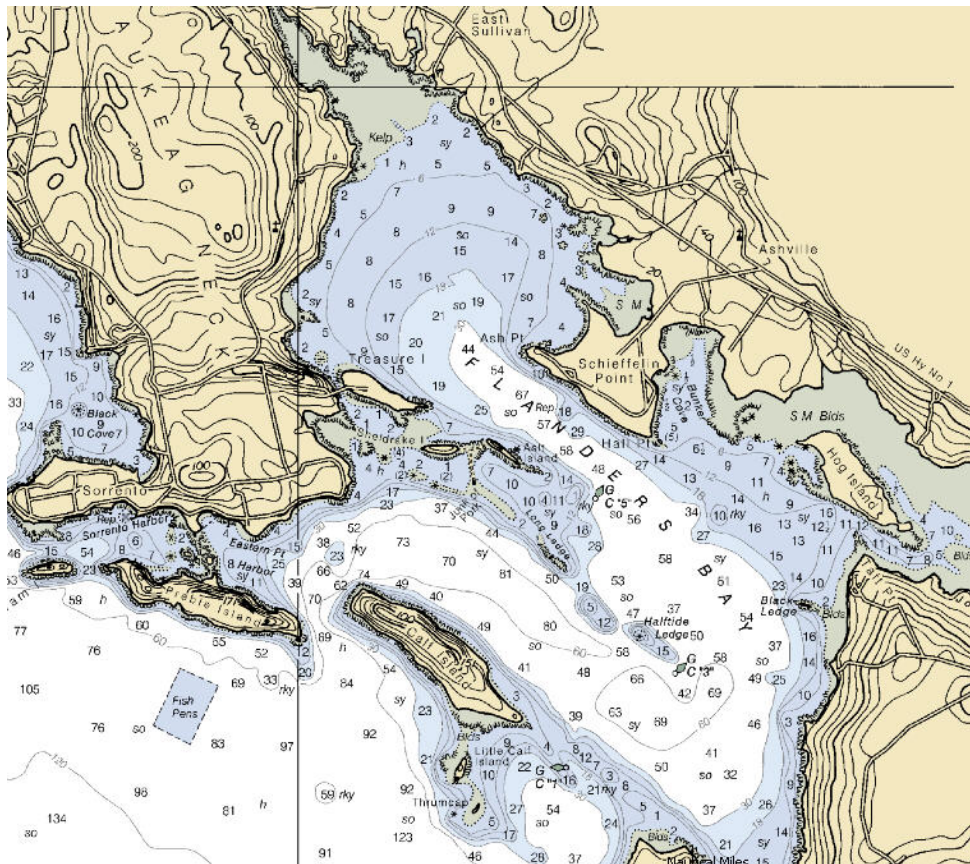


Chart 13318 (Not for navigational use!)



2008 Acadia Cruise in Maine

Flanders Bay – Sunday, 08/03/08

- On our way to Flander's Bay, we will get a dramatic close-up view of Acadia National Park and Cadillac Mountain, with the highest elevation on the eastern seaboard.
- Flanders Bay is a large expanse of water, but well protected. It is considered a hurricane hole. Weather permitting, John & Linda Pasley will be organizing a sunflower raft. There will be a Master's Cocktail Reception aboard *NOORD HINDER*, welcoming first timers, new members and guests Please, no barbecuing while participating in the sunflower raft.



Flanders Bay Facilities

Charts: 13312, 13318 Chart Kit:73 44° 28.63'N 068° 08.63'W

Port Captain: John & Linda Pasley (Sunflower raft)

Approaches: Enter either north or South of Calf Island. The most direct route is south of Calf, leaving can "1" close to port, avoiding the 3 foot spot to the East. Continue around can "3" at Halftide Ledge and northwest again past Shieffelin Point into Flanders Bay. The route north of Calf Island is more open but longer. Please refer to the Sunflower Raft instructions and await word from the Raft Captain.

Services:



Nearby:

West Cove Boat Yard, Black Cove, Sorrento VHF Ch. 07; 207 422-3137

Hancock Marine Service, Ferry Point, Hancock 207 422-9078

Winter Harbor Marine, Henry Cove, Winter Harbor 207 963-7449

Tides at Winter Harbor, Frenchman Bay

DATE	HIGH				LOW				☀	
	AM	Hgt	PM	hgt	AM	hgt	PM	hgt	Rise	Set
8/3 Sun	00:24	12.0	12:57	11.0	06:57	-1.0	19:14	-0.3	05:22	19:54
8/4 Mon	01:13	11.7	13.44	10.9	07:44	-0.8	20:04	-0.1	02:23	19:53



2008 Acadia Cruise in Maine

Bar Harbor to Hulls Cove

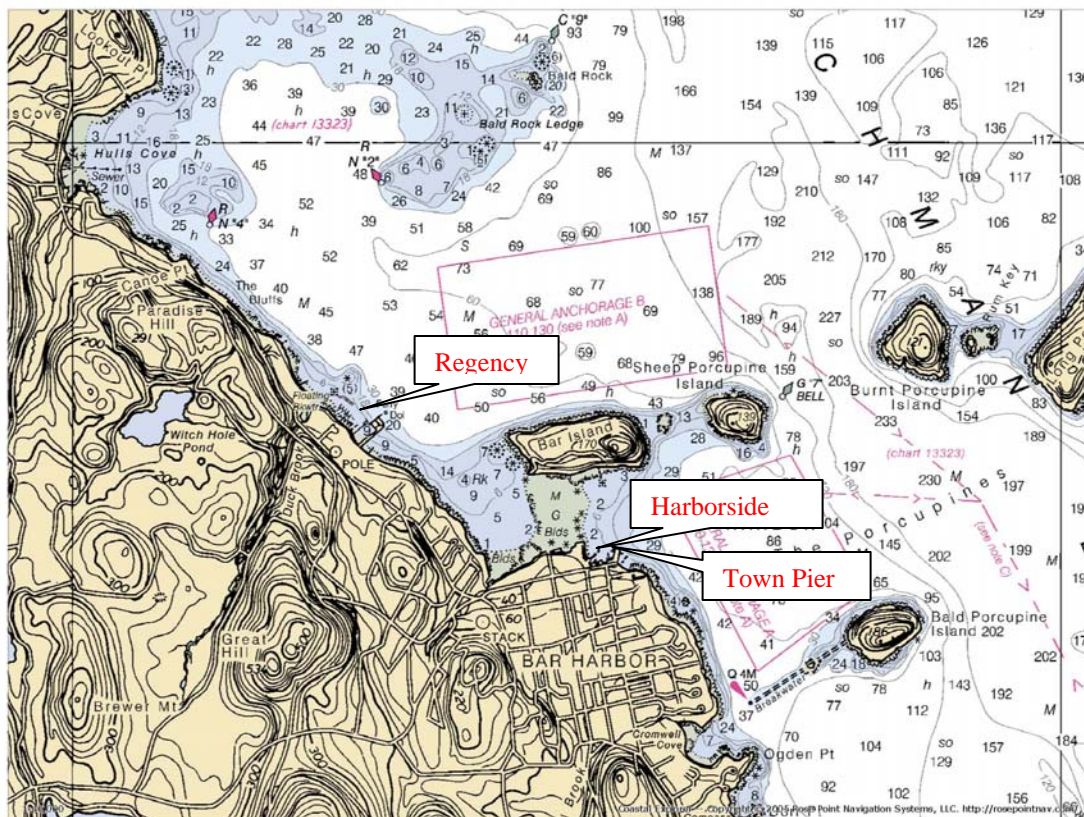


Chart 13323 (Not for navigational use!)



2008 Acadia Cruise in Maine

Bar Harbor - Monday/Tuesday, 08/04-05/08

- Now we can relax. It is less than 10 miles to Bar Harbor from Flanders Bay. We could include a sail up to Ferry Point on the eastern side of Hancock Point. Look out for the osprey nest on top of the boat crane.
- If not racing, those wanting to tour the Schoodic section of Acadia Park could hot foot it over to Winter Harbor to catch the Island Explorer and, then, catch up with the fleet in Bar Harbor. Don't be late for the Lobster Bake.
- Bar Harbor is no longer a yachtsman's mecca. Cruise ships and tour buses seem to take precedence. We thank the Bar Harbor Harbor Master, Charlie Phippin and Debbie Jordan of the Regency who have been of great assistance to us during the planning of this cruise. Our cruise boats will be congregating, mainly at the Town Pier. Please expect to raft at this facility. We have planned the lay-day for Bar Harbor. There is a lot going on and with the free Island Explorer bus service there are great opportunities to see Acadia.
- You can look forward to a lobster bake during our stay in Bar Harbor. On Monday, August 4th, the Downeast Lobster Bake will sit us all in a dining room overlooking Hulls Cove. Drinks (cash bar) will be at 17:00 and dinner will be ready at 18:00. They do the bake in huge kettles and it is an exciting experience. They offer alternatives to those who don't like lobster and, with warning, can cater to any dietary need. You will be asked to state your dinner preference at cruise registration at Hinckley.
- There are no launch services in Bar Harbor.

Bar Harbor Facilities

Charts: 13323, 13312, 13318 Chart Kit: 73.23 44° 23.55' N 068° 12.17'

Port Captain(s): Terry Laughren

Harbor Master: Charlie Phippin, at the head of the Town Pier, on the right.
Phone: 207 288-5571 VHF Ch. 09, 16

Services:



Anchorage:

Bar Harbor is not the place to anchor if you want to be near the Town Pier. It is a long way to the bottom. Some moorings are available from the Harbor Master. Rafting will be permitted on the moorings and at the float.




Town Docks:

The Harbor Master is reserving space for us at the floats at the Town Pier. Call well in advance for reservations. The cruise boats will be mainly congregating at the Town Pier. Please expect to raft at this facility. If it blows from the southwest, or if there is heavy weather offshore, it can get rolly here! If it is too uncomfortable, consider retreating to Regency or anchoring near the Bar Harbor Yacht Club, approaching Hulls Cove, which are protected by the ferry pier and Bar Island.



2008 Acadia Cruise in Maine

Marinas:

Harbor Place, next to Town Pier   
Phone: 207 288-3322 Mooring Reservations: 207 288-5410

Harborside Hotel and Marina, west of Town Pier
Phone: 207 288-8329 (Deb Jordan) <http://www.hargorsidehotel.com>



Bar Harbor Regency Hotel, North of town and the Porcupine Islands.



Phone: 207 288-8329 (Deb Jordan) VHF Ch. 09, 16

Hardware/ Marine Supplies:

Paradis True Value Hardware, 31 Holland Ave. 207 288-4995
(Thanks to Paul Paradis of the Bar Harbor Yacht Club. He was particularly helpful during our early exploration of Bar Harbor and sent us to all the right people.)

Groceries:

Hannaford's, go up Main St. from the Town Pier. Turn right on Cottage St. (a few short blocks)
Bayside Liquors, on Main St., on the right as you go up the hill.

Activities:



Hulls Cove Tool Barn – 207 288-5126 - Old hand tools, all trades. Specialty: woodworking tools and Maine history books. Also: antiquarian books, frames, paintings, postcards, pottery, etc.

George B. Dorr Museum of Natural History – College of the Atlantic
105 Eden St., Bar Harbor ME 14609 207 288-5395/288-5015
<http://www.coa.edu/html/museum.htm> Email: museum@ecology.coa.edu

The George B. Dorr Museum of Natural History investigates, interprets and displays the natural world of Maine. All exhibits are designed and produced by students at College of the Atlantic.


Abbe Museum – Celebrating Maine's Native American Heritage
PO Box 86, Bar Harbor, ME 04609 207 288.3519
Email: info@abbemuseum.org

The Abbe offers innovative exhibitions and programs on Maine's Native American heritage. In recent years, the Abbe has grown from a small but lovely trailside museum, privately operated within Acadia National Park, to an exciting contemporary museum in the heart of downtown Bar Harbor.

Emergency:

911, MDI Hospital 207 288-5081

Tides at Bar Harbor

DATE	HIGH				LOW					
	AM	hgt	PM	hgt	AM	hgt	PM	hgt	Rise	Set
8/4 Mon	01:14	12.3	13:45	11.5	07:34	-0.8	19:54	-0.1	04:50	19:21
8/5 Tue	02:03	11.7	14:31	11.4	08:19	-0.3	20:44	0.2	04:52	19:20
8/6 Wed	02:52	11.1	15:17	11.1	09:05	0.2	21:34	0.6	04:53	19:18



2008 Acadia Cruise in Maine



Bar Harbor





2008 Acadia Cruise in Maine

Burnt Coat

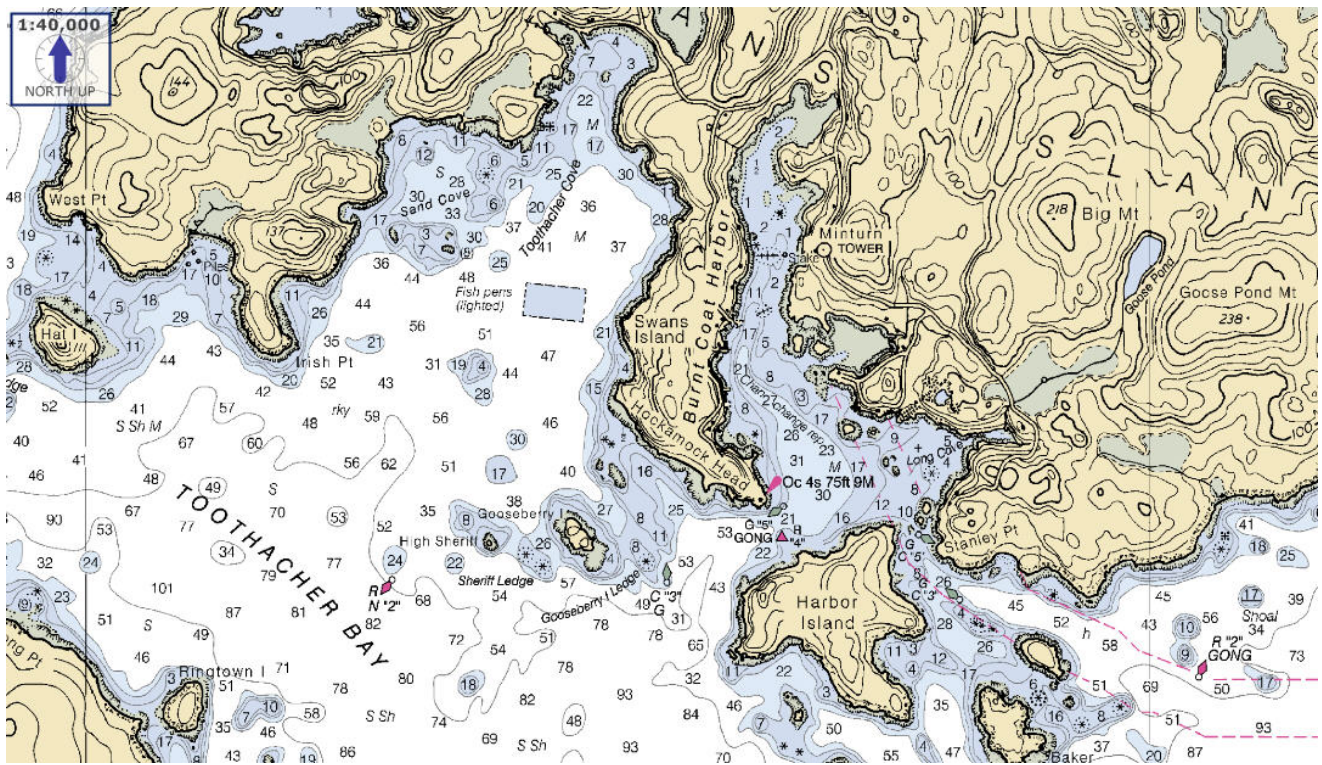
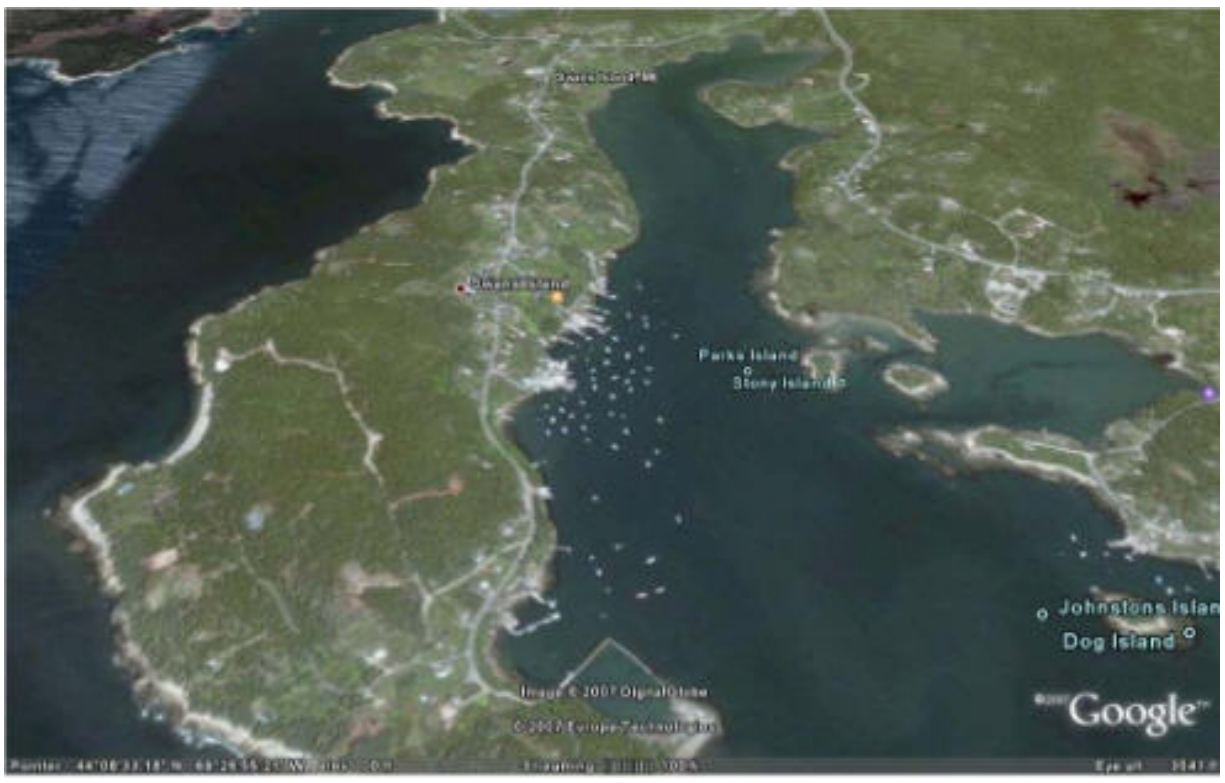


Chart 13313 (Not for navigational use!)



2008 Acadia Cruise in Maine

Burnt Coat, Swan's Island – Wednesday, 08/06/08

- This will be the longest leg of the cruise. 24 miles to Burnt Coat. An early start should allow some daylight time ashore upon arrival.
- Burnt Coat is a pretty place and is accommodating. It is the southern harbor on Swans Island.
- “It must have been a dry year in 1603; perhaps lightening started a fire in the forests of Swan’s Island. When French explorer Samuel de Champlain visited the area in 1604, the story goes, he named it *Brule Cote*, meaning “burnt coast.” This later was Anglicized to Burnt Coat”. (The Cruising Guide to the Maine Coast)
- The Kevin and Debbie Staples, who runs the Boat House Restaurant, will arrange for moorings, provide food service to boats and can take a bunch of us at the Boat House Restaurant. For dinner reservations call 207 526-4201 or email boathouse@midmaine.com. For more information, see the Harbors/Activities – Burnt Coat section.



Burnt Coat Harbor Facilities

Charts: 13313, 13312 **Chart Kit:** 70, 22 44° 08.45' N 068° 26.90' W

Approaches: The main entrance to Burnt Coat Harbor is from the southwestward between the daybeacon on the rock off the northwest side of Harbor Island and Burnt Coat Harbor Light. Strangers should have no trouble entering in the daytime with strict attention to the charts and by following the aids. From the entrance, steer for a position midway between the light and the daybeacon, passing south of the buoy off Gooseberry Island Ledge and favoring the daybeacon slightly. Anchorage may be selected eastward or northeastward from the light, or in mid-channel north of it.

Eastern approach - between Harbor Island and Stanley Point on Swan's. Please refer to the Taft Cruising Guide. The Coast Pilot emphasizes the need for local knowledge and a rising tide.

Harbor Master: **Moorings:** Burnt Coat lobstermen and residents own the moorings. The 30 moorings are managed by Kevin Staples, a local lobsterman and owner of The Boathouse Restaurant. Moorings are on a FIRST COME basis. They are identified by a bright green ball "BH" and are located just off the Boathouse Restaurant. Pick-up a mooring--Kevin comes around mid-late afternoon to collect. Up to 4 boats may raft on a mooring--fee is \$20 PER BOAT. Kevin monitors Channel 68--but he is not always



2008 Acadia Cruise in Maine

on the channel. The dinghy dock is by the Boathouse Restaurant and ice cubes can be delivered to your boat.

Anchoring is allowed outside of the mooring area. Check chart.

Services:



<http://www.swansisland.org> This site is worth a visit

Swan's Island Boathouse - Phone: 207 526-4201

This operation is run by the Staples family. They manage the moorings, sell cube ice, and provide dinghy docking. As Debbie Staples put it: "We look forward to your visit to the island. We would like you to know we are a small family based business and this is rustic."

The Boathouse Restaurant can seat 50 people at each of 2 seatings at 17:30 and 19:30. Please call well in advance, several days if possible, for reservations. Swan's Island is dry; however, you may discreetly brown bag wine and beer. Musical entertainment by Kevin Staples and son-in-law--donations appreciated!

They have food takeout, ice cream, sandwiches, etc. Lobster, crab rolls and lobster crab potato salad are popular. The take-out window is open from 11:00 to 14:00 daily. If enough people are interested, they will have donuts, muffins and coffee in the morning.

There is a gift shop on the top floor where the take-out window is.

Shore Dinners cooked and delivered to your boat- (market price around \$35)-Make reservation well in advance- several days if possible- 207-526-4201. Dinner consists of cooked lobster, steamers, crabs, chowder and roll. Pies and blueberry cake is delivered at extra charge. Just lobsters and/or steamers can be ordered for delivery at market price.



Fisherman's Co-op - Phone: 207 526-4327

Fuel and some marine supplies. Please buy fuel before 1:00 PM. Dinghies, use float north of the green bait shed.




Steamboat Wharf (Swan's Island Lobster)- Phone: 207 526-4186

When not busy, they welcome yachtsmen to their docks.



Emergency: 911 From cell phone dial 207 526-1154 not 911

Tides at Burnt Coat Harbor, Swan's Island

DATE	HIGH				LOW					
	AM	hgt	PM	hgt	AM	hgt	PM	hgt	rise	Set
8/6 Wed	02:51	9.9	15:16	9.9	09:11	0.2	21:40	0.5	05:26	19:52
8/7 Thu	03:41	9.3	16:04	9.8	09:58	0.8	22:32	0.8	05:27	19:51



2008 Acadia Cruise in Maine



Burnt Coat Harbor

Welcome to Swan's Island

Swan's Island is located off the coast of Maine near Bar Harbor on Mount Desert Island. It is a remote island, with ferry service originating in Bass Harbor. The six mile crossing from Bass Harbor takes about 30 minutes. The ferry, "Captain Henry Lee", holds 17 automobiles as well as walk-on passengers.

The island has almost none of the mainland amenities. There are no stores, no liquor sales, and no amusements, except those that people create for themselves. The year-round population is about 350 people, with over 1000 people in the summertime.

Swan's, a large island of some 7,000 acres, has a highly irregular shoreline that provides secure and interesting anchorages for visiting boaters. It is hilly, but not particularly high. There is a quarry for swimming as well as places to visit on foot or bicycle. The island has three little villages, Atlantic in Mackerel Cove on the north coast, Swan's Island, on the shores of Burnt Coat Harbor in the south and Minturn.

Lobstering is the main occupation on Swan's Island. The economy of the island is mostly dependent on the income derived from lobstering. Swan's Island has about 40 full-time lobstermen and women, and many part-timers, including school children who fish from small skiffs in the summer.



2008 Acadia Cruise in Maine

Wooden Boat

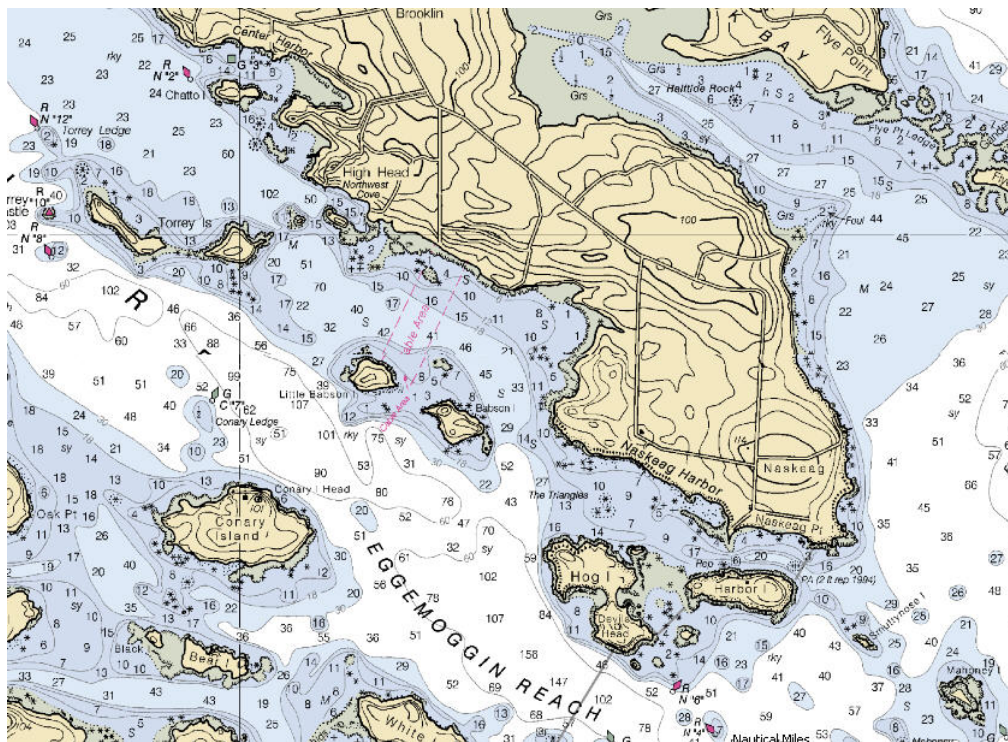
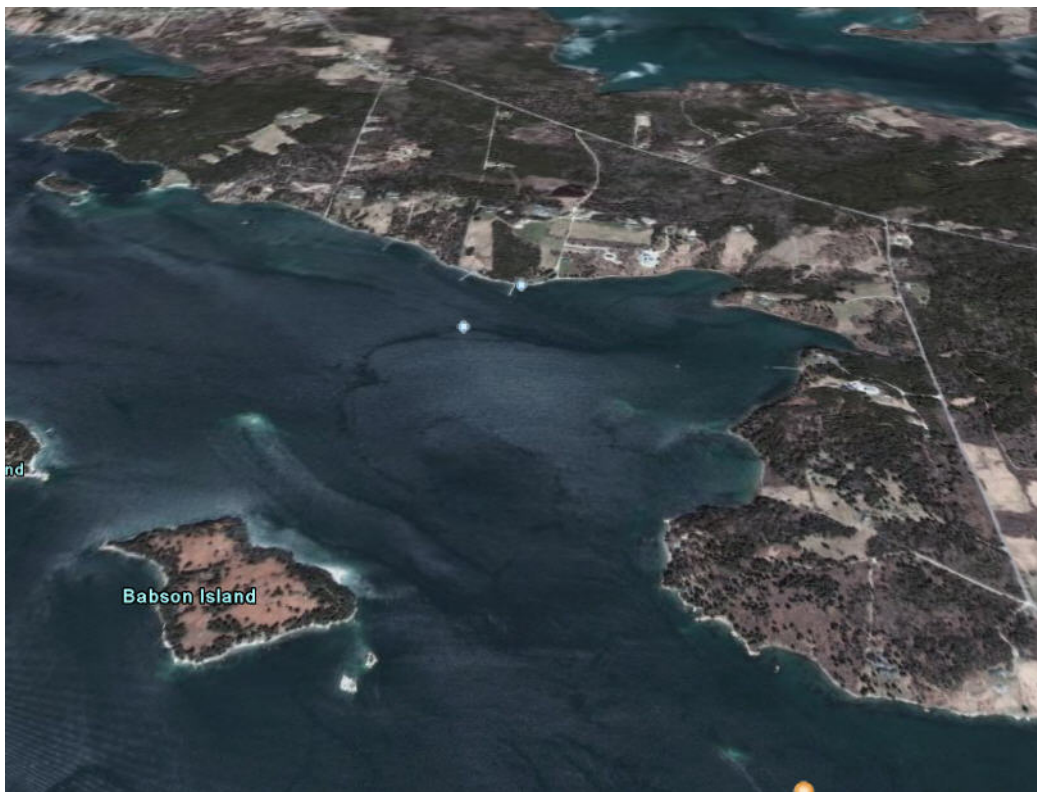


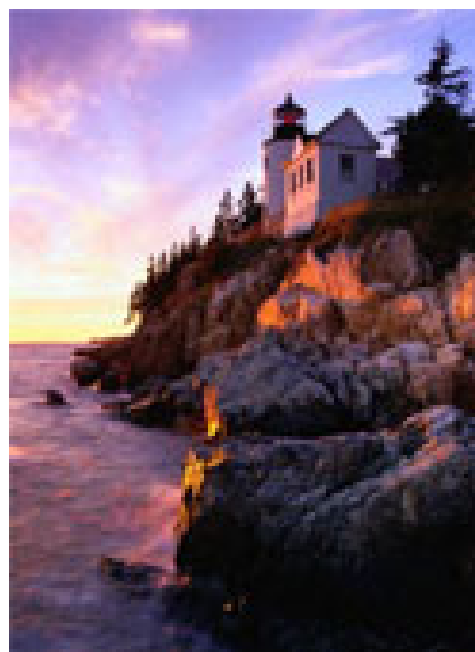
Chart 13316 (Not for navigational use!)



2008 Acadia Cruise in Maine

WoodenBoat - Thursday, 08/07/08

- This is a 14 mile leg that will allow opportunity to cruise the Casco Passage and, perhaps, the Merchant Islands.
- The Activities Committee has scheduled a Salty Pot Dinner contest ashore to start around 17:30 (BYOL)
- Those of us who have followed the progress of WoodenBoat from a black and white newsletter to a slick magazine and boat building school will be thrilled to visit their facility.
- Just to the west is Center Harbor, home of the Brooklin Boat Yard. On any given day, you will see an impressive array of wooden boats. Ash breeze is the norm here. You will rarely hear an outboard motor. The yard will send over a few cars to pick up those interested in a tour.



Wooden Boat, Brooklin Harbor Facilities

Charts: 13316 **Chart Kit:** 71,72 44° 14.63' N 068° 33.36' W

Services:



Moorings/Anchoring (From Vagn Worm) Basically there is only anchoring available for visitors. Woodenboat has a couple of guest moorings, but they usually are occupied. There is no docking, no fuel, and no pump out. The nearest fuel and pump out would be at Buck's Harbor at the Western end of Eggemoggin Reach. Launch service is not available; in the past we always just used our dinghies to get ashore. The Woodenboat dock is available for dinghies, but the face of the dock should be kept clear. In the evening Woodenboat's own activities will be over so using the dock shouldn't be a problem. It might be nice to suggest that people share rides into the dock where possible to keep the number of dinghies left at the dock to a minimum

Fuel:

More from Vagn , "I had another thought about places near Woodenboat to find fuel, pump out, etc. As the next stop is Pretty Marsh going to Blue Hill is a better idea as it is more or less on the way to Pretty Marsh, much more so than Buck's Harbor. The KYC at Blue Hill provides fuel and now has a brand new pump out boat.

Tides at Center Harbor

DATE	HIGH				LOW				☀	
	AM	Hgt	PM	hgt	AM	hgt	PM	hgt	Rise	Set
8/7 Thu	03:51	9.9	16:14	10.2	10:04	0.9	22:38	0.9	05:29	19:50
8/8 Fri	04:43	9.3	17:03	9.9	10:52	1.4	23:33	1.2	05:30	19:49



2008 Acadia Cruise in Maine

Pretty Marsh

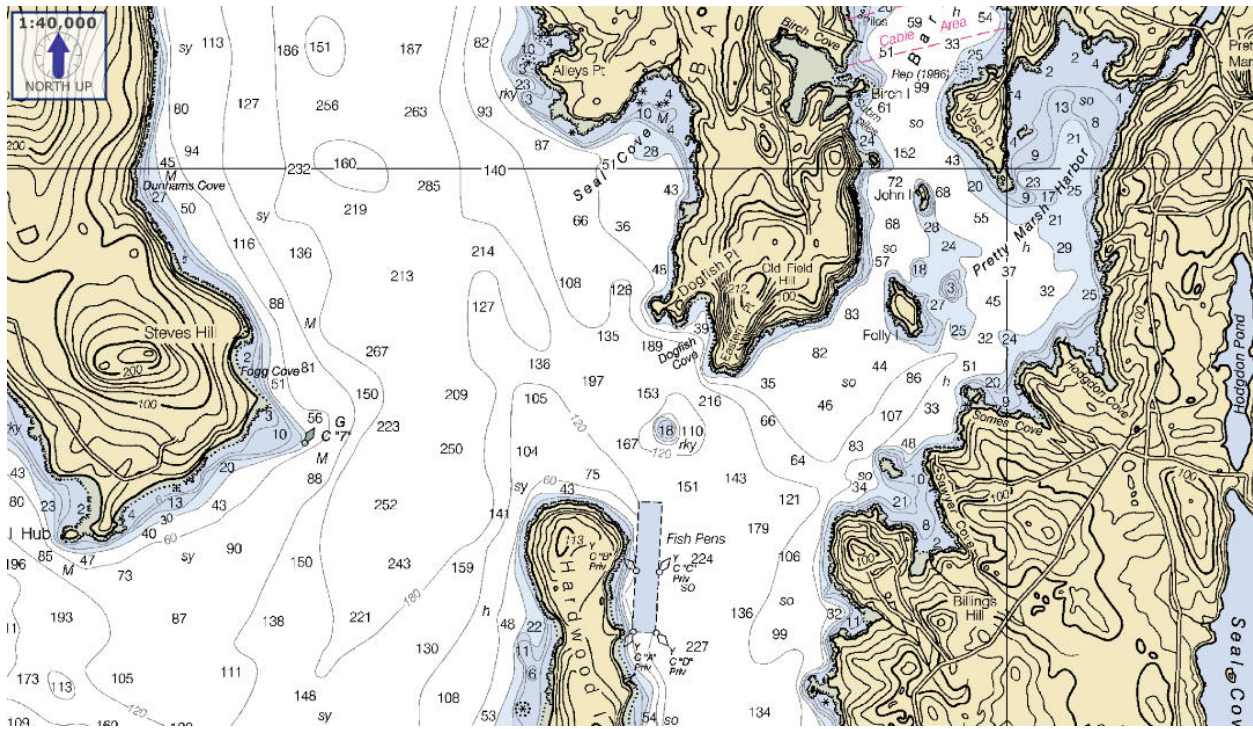
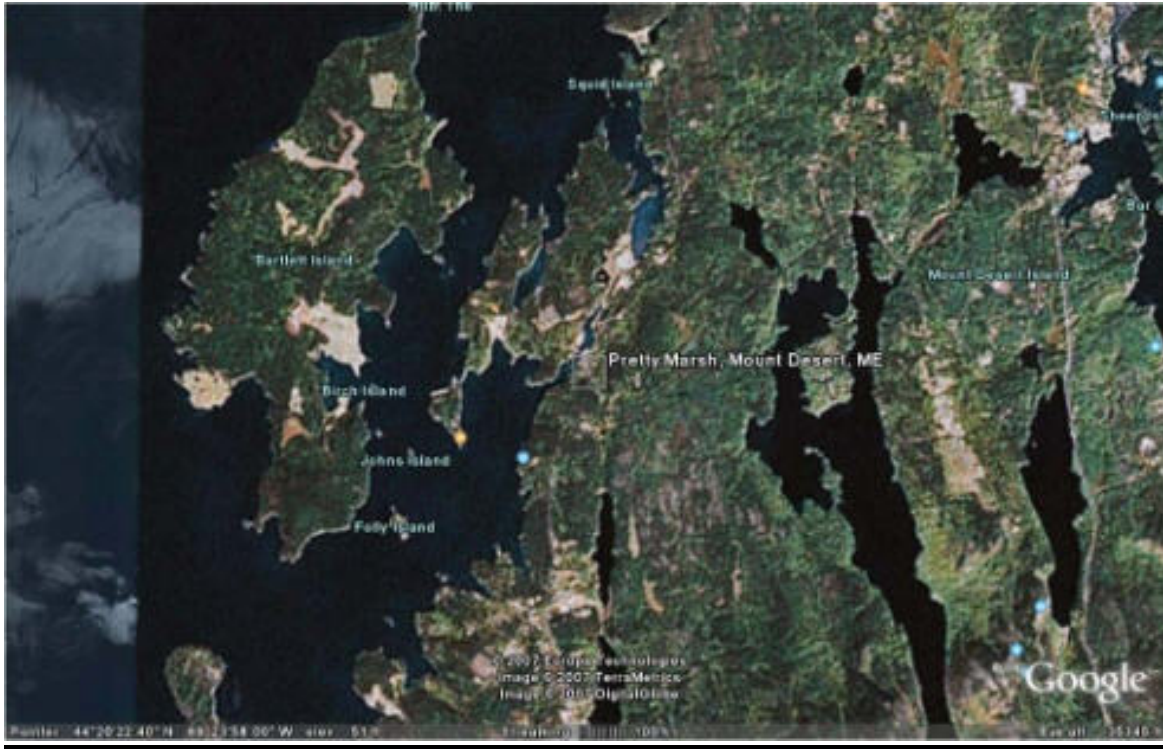


Chart 13313 (Not for navigational use!)



2008 Acadia Cruise in Maine

Pretty Marsh - Friday, 08/08/08

- Pretty Marsh is an open cove on the northwestern side of Mt. Dessert Island. The eastern shore is pebbly and the shore rises steeply to a few picnic tables in the Pretty Marsh area of Acadia Park. The anchorage should be quiet and is scenically attractive. There are no facilities.
- A Dinghy Race is scheduled for this anchorage.
- Enjoy some beach combing and a walk through this serene part of the Park.
- We should find a way to celebrate 08/08/08.



Rocks at Pretty Marsh - Photo by Anne Wetzel

Pretty Marsh Facilities

Charts: 13316, 13312


Chart Kit: 71, 23 44° 20.15' N 068° 24.70' W



There are no facilities in Pretty Marsh.

Anchorage: Anchor in 8 to 21 feet at low. Holding ground varies from hard to good mud. Make sure the hook is in. Protection is good all around except in a heavy southwesterly. In such event, we can tuck in around the Hub, off North Point, at the north end of Bartlett Island.

Tides at Blue Hill Harbor

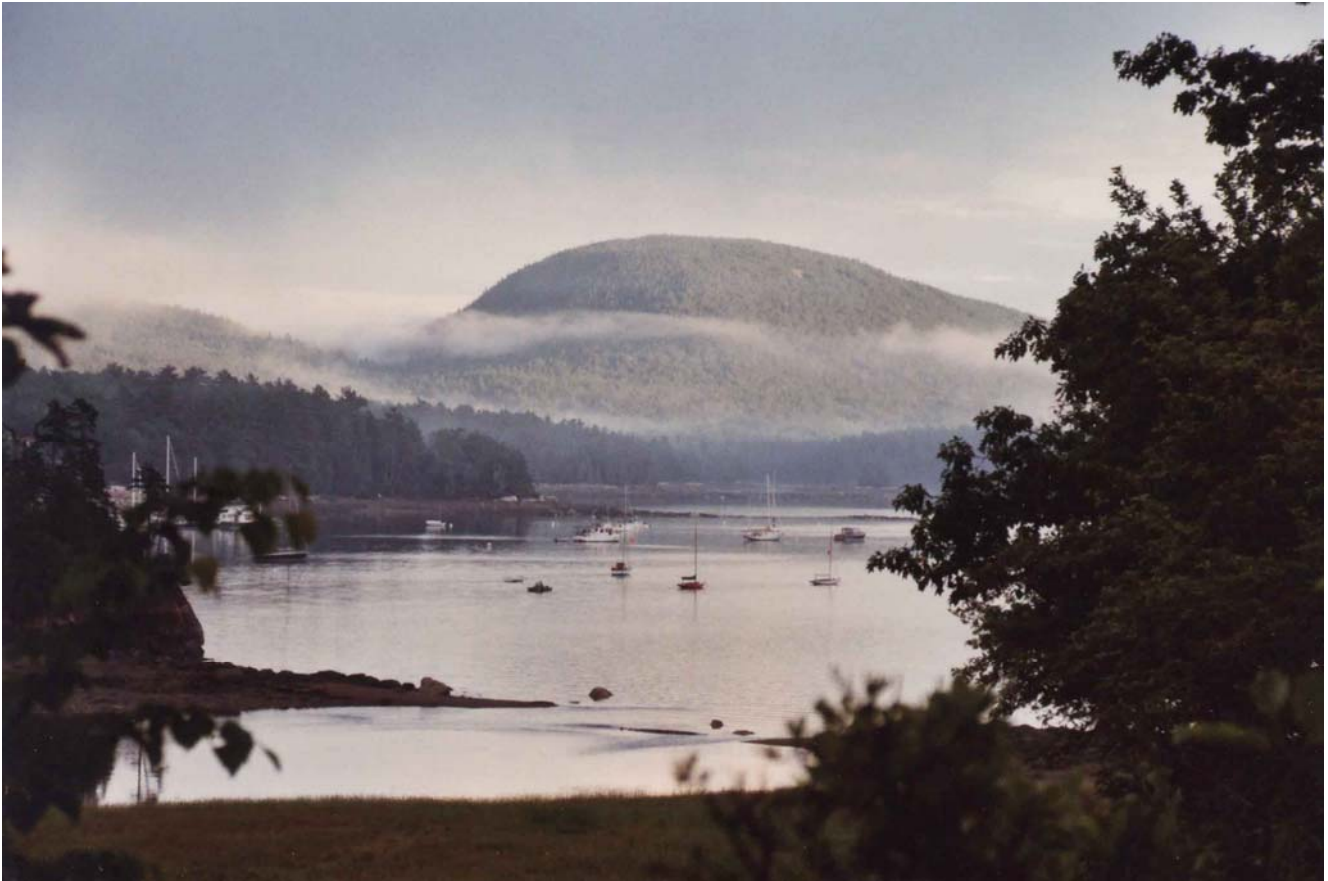
DATE		HIGH				LOW					
		AM	Hgt	PM	Hgt	AM	hgt	PM	hgt	rise	Set
8/8	Fri	04:43	9.3	17:03	9.9	10:51	1.4	23:32	1.2	05:30	19:49
8/9	Sat	05:38	8.7	17:56	9.6	11:43	1.8			05:31	19:48



2008 Acadia Cruise in Maine

Southwest Harbor - Saturday, 08/09/08

- The leg from Pretty Marsh is 14 miles along the western shore of Mt. Desert. Some may wish to return directly to Southwest Harbor in order to spend a little time ashore, before dinner.
- We are booked at the Deck House for the wrap-up and awards dinner. Cocktails (Cash Bar) and hors d'oeuvres at 17:30, with dinner at 19:00. They will be serving a “surf and turf” dinner, consisting of jumbo tiger shrimp and a petit filet. There will be cabaret entertainment and the presentation of awards.



Head of Sommes Sound - Photo by Anne Wetzel



2008 Acadia Cruise in Maine

Sailing Instructions and Race Schedule

1 RULES

1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing and the PHRF regulations. Corinthian handicaps apply.

1.2 ISAF Offshore Special Regulations for Category 4 including US prescriptions apply. Note the prescription to 5.01.2, which requires the wearing of personal flotation at starts and finishes. Only the RC may protest yachts for violation of this Rule and the penalty assessed will be 10 sec. per mile in rating for that race and all subsequent races in the series. USCG requirements suffice for the flare requirement of the Special Regulations.

1.3 Rule 52 is changed for boats in Div. III (Casual Racing) to allow the use of power winches in trimming sails. Boats in Div. I and Div. II shall not use power winches in trimming sails. Autopilots shall not be used by any boat while racing.

1.4 Spinnaker poles or whisker poles must be equal to or less in length than the foretriangle base, unless they are specifically rated as penalty poles. Spinnaker poles and whisker poles may be used either to windward or to leeward.

1.5 No spinnakers may be used. Headsails shall be attached to the headstay either by hanks or other system (headfoils). Boats shall not use free flying headsails, asymmetrical spinnakers or other sails of this type. Conventional staysails may be set inside forestay-attached headsails.

2 NOTICES TO COMPETITORS

Notices to Competitors will be provided with race results to individual boats on the Cruise.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted before 0900 on the day it will take effect and announced on the morning radio call, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect and distributed by written notice and radio announcement on the day it will take effect.

4 SCHEDULE OF RACING

Dates of Racing (one race each racing day)

8/3/08 Race from Southwest Harbor to Flanders Bay

8/4/08 Race from Flanders Bay to Bar Harbor

8/5/08 NO RACE

8/6/08 Race from Bar Harbor to Burnt Coat (Swans Island)

8/7/08 NO RACE

8/8/08 Race from Wooden Boat to Pretty Marsh (Blue Hill Bay)

8/9/08 NO RACE

5 THE COURSES

FOR ALL RACES: A "Whiskey mark" (inflatable buoy) may be used to provide a windward start. This will be signaled by flying a Whiskey flag from the signal boat spreader. The distance will be 1 nm. or less and the direction will be announced on the cruise channel.

Sunday, August 3, 2008

RACE ONE – SOUTHWEST HARBOR TO FLANDERS BAY



2008 Acadia Cruise in Maine

Course for All Divisions:

Start at R “8” Fl R 4s Gong off Spurling Point

C “3A” Lewis Rock (leave to starboard)

R “4” Bell (ca. 1 nm. 210° from Egg Rock horn) (leave to port within 200 ft.)

Calf Island (off Flanders Bay) (leave to starboard)

Finish at G C “3” near Halftide Ledge in Flanders Bay

Monday, August 4, 2008

RACE TWO – FLANDERS BAY TO BAR HARBOR

Note: On this day (only) the courses for Divisions I and II and for Division III are different.

Course for Div. I and Div. II:

Start at G C “3” near Halftide Ledge in Flanders Bay

Calf Island (off Flanders Bay) (leave to port)

Googins Ledge (in Eastern Bay) and nearby R N “14” (leave both to port)

Finish at G “7” near Sheep Porcupine Island

Course for Div. III:

Start at G C “3” near Halftide Ledge in Flanders Bay

Calf Island (off Flanders Bay) (leave to port)

Finish at G “7” near Sheep Porcupine Island

Tuesday, August 5, 2008 - NO RACE

Wednesday, August 6, 2008

RACE THREE – BAR HARBOR TO BURNT COAT (SWANS ISLAND)

Note: The distance to Burnt Coat is considerably longer than any other passage on the cruise.

Consequently, *the radio announcements on this day will be at 0800 and the harbor start will be at 0900.* Please be prompt with the harbor start if you intend to race, for the starting line is a considerable distance from Bar Harbor. The warning signal for Div. I remains scheduled for 1030.

Course for All Divisions

Start at Fl G Gong “3” off Old Whale Ledge

G C “1” off Baker Island (leave to starboard within 200 ft.)

G C “1” Horseshoe Ledge (leave to starboard within 200 ft.)

Finish at R Gong “2” south of Swans Island

Thursday, August 7, 2008 – NO RACE

Friday, August 8, 2008

RACE FOUR – WOODEN BOAT TO PRETTY MARSH (BLUE HILL BAY)

Course for All Divisions:

Start at G C “7” off Conary Ledge

R N “2” near Mahoney Ledge (leave to port)



2008 Acadia Cruise in Maine

G C "11" near Mahoney Island (leave to port)
R N "2" in Pond Island Passage (leave to port)
R N "8" off Calf and Cow Ledge (leave to starboard)
Finish at G C "7" off Long Island

Saturday, August 9, 2008 – NO RACE

6 CLASSES

There will be three classes: Div. I, Div. II and Div. III. Assignment of boats to each Division will be made on the scratch sheet to be handed out at the August 2, 2008 captain's meeting. International code flags 1, 2 and 3 will be used as the class flags.

7 STARTING LINE

The starting line will be between an orange flag on the signal boat and the designated starting mark.

8 STARTS FOR DIV. I AND DIV. II

8.1 Races for Div. I and Div. II will be started using Rule 26, with the warning signal for each start given five minutes before the starting signal.

8.2 The RC will attempt to hail OCS boats using VHF on the cruise channel. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes Rule 62.1(a).

8.3 Div. I will start before Div. II. The warning signal for Div. I is scheduled for 1030 each race day.

9 STARTS FOR DIV. III (CASUAL RACING)

9.1 Races for Div. III will be started as follows. After the start of Div. II, the class flag for Div. III (international code flag 3) will be raised accompanied by a sound signal. A boat in Div. III may cross the starting line any time within 10 minutes after the Div. III flag has been raised and the RC will note her starting time.

9.2 Ten minutes after the Div. III flag has been raised, it will be lowered accompanied by a sound signal and the ten minute window for Div. III starts will end. Any Div. III boat starting after the ten minute window has ended will be scored Did Not Start.

9.3 The elapsed time for a Div. III boat will be the difference between her actual starting time during the ten minute window and her finishing time.

10 THE FINISH

10.1 The finish line will be between an orange flag on an RC boat and the designated finish mark.

10.2 If no RC boat is on station at the finish line, a boat shall record her own time (using GPS time only) when the finishing mark is abeam while sailing in the direction from the last mark. At the time of such finish, the boat shall be no further than 100 ft. from the finishing mark. If possible, the boat shall also record the name of the boat finishing immediately before her and the name of the boat finishing immediately after her. The boat's finishing time and names of the other two boats (if available) shall be reported to the RC as soon as practicable after arriving at the evening's cruise destination.

11 PENALTY SYSTEM

The Scoring Penalty, Rule 44.3, will apply. Note that a *yellow flag is required* (I or Q flag is acceptable). A boat accepting a scoring penalty (and flying the yellow flag) must inform the RC at the



2008 Acadia Cruise in Maine

finish line of such acceptance (or if there is no RC boat at the finish line inform the RC as soon as practicable).

12 TIME LIMIT

A boat not finishing within five hours after her starting time will be scored Did Not Finish. This changes Rule 35.

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest forms will be available on the signal boat and completed forms shall be delivered there within the protest time limit.

13.2 The protest time limit will be 30 minutes after the signal boat has docked or anchored, or 1700, whichever is later. This changes Rules 61.3 and 62.2. The protest committee shall extend the protest time limit if there is good reason to do so.

13.2 Protest hearings will be held as soon as practicable after the protest has been filed and all parties have reached the evening's cruise destination. With the consent of both the protestor and protestee, a competitor who is not in the same Division as either the protestor or the protestee may serve on the protest committee. This changes Rule 63.4.

14 SCORING

14.1 PHRF time-on-time scoring will be used. The formula for time-on-time scoring is: TCF (time correction factor) = $650/550 + \text{PHRF rating}$. This results in a multiplier which is applied to the elapsed time for the boat. (Example: $650/550 + 84 = 1.025 = \text{TCF}$. Elapsed time was 92.72 min. Corrected time is $1.025 \times 92.72 = 95.038$ min.)

14.2 The Low Point Scoring System will be used. There will be no discards (this modifies Rule A2). A boat which starts but does not finish within the time limit, or retires to reach the evening's cruise destination, will be scored one more point than the last finisher in her Division. This modifies Rule A4.2.

14.3 Two races are required to constitute a series.

15 SAFETY REGULATIONS

A boat must check in with the Signal Boat prior to the first warning signal on each race day. A boat retiring from a race shall notify the RC by VHF or cell phone (917 992 5579) as soon as possible.

16 COMMUNICATIONS

Weather information from radio or public sites on the WWW may be used while racing. Private weather reports or weather information by cell phone may not be received while racing.

17 PRIZES

Daily prizes for each Division will be awarded at the dinner on Saturday, August 9, 2008 as follows: First Place when there are two or more starters, Second Place when there are four or more starters, and Third Place when there are six or more starters. Perpetual trophies for the First Place winners of the series in each Division will be presented at the Awards Dinner in November, 2008.

18 DISCLAIMER OF LIABILITY

Competitors participate in all racing on the cruise entirely at their own risk. See Rule 4, Decision to Race. Neither the organizing authority nor the RC will accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



2008 Acadia Cruise in Maine

Trophies of the Annual Race Cruise

Daily Race Finishers

First Place when there are two or more starters, Second Place when there are four or more starters, and Third Place when there are six or more starters. Each trophy winner will receive a certificate at the wrap-up dinner at the Deck House followed up by a plaque at a later date.

The Charter Members Trophy*

A handsome ship's wheel, the Charter Members Trophy is presented to the overall winner of the Non Spinnaker Racing Class 1-Low PHRF

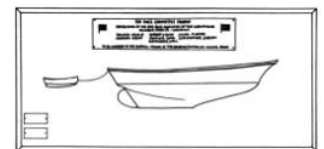
The Corinthians Perpetual Trophy*

A classic silver Revere bowl, The Corinthians Perpetual Trophy is awarded to the overall winner of the non-spinnaker, Class 2 high PHRF



The Race Committee Trophy*

A clipper bowed half model of a yacht towing a Dinghy. The Race Committee Trophy is presented to the overall winner of the Casual Racing Class



The Nothing Award

An undistinguished trophy, the Nothing Award is given to the skipper who, while on the cruise, has performed some egregious act of poor seamanship or faulty navigation about which it is best to remember *nothing*.



The John Bowman Memorial Trophy

With a kite flying off a boat's stem, this plaque is presented to the winner of the annual kite-flying contest.



*The Corinthians Perpetual and The Race Committee Trophies will be presented formally at the Corinthian's Annual Meeting.



2008 Acadia Cruise in Maine

Maine Chart Talk

Some Navigational tips for cruising Maine waters

By Art Paine

The final essential hurdle you will be impatient to jump over before taking to the beckoning waters of coastal Maine will be your “charter checkout.” Sometimes called the “chart talk,” it will involve a discussion of your chartered yacht’s navigational electronics, chart inventory etc. and some hints about piloting within the local area. Particularly if this will be your first experience in sailing coastal Maine (or if you customarily avoided thick weather in your home waters) you will be well advised to listen intently. The simple rules of “red light returning” are insufficient generalizations when you’re faced with the labyrinthine channels that wind among Maine’s hundreds of islands and shoals. There is, however, lots of methods behind the seemingly random madness of colored buoys and daymarks, and I’ll attempt to make some sense out of it.

The three Rs work just fine when in fact there is some port or river source one can return to. But what happens when you’re headed west or east through a well-used channel that leads from Barren Bay to Solitary Sound? It has been the wisdom of the U.S. Coast Guard to devise a little known system which avoids confusion. Though far from a hard and fast rule, the basic layout is to mark hazards towards the mainland with red buoys and hazards toward the sea with black. I like to remember “red heart,” meaning red buoys toward the heartland. Maine quite handily terms most of the channels to which this system applies either as a reach, thoroughfare or passage. In these watercourses, when I come upon a buoy marking a ledge in open water with no time to stop and look at the chart, I cut down my odds of hitting something by keeping to the mainland side of the cans and ocean side of the nuns. This system, by the way, holds true in a complete circumnavigation of the United States.

In Maine waters you will find examples where this rule will seem to supercede the old mnemonic of red right returning. For instance, the town of Stonington in the middle of the Deer Isle Thoroughfare is certainly a seaport large and conspicuous enough to warrant “returning” to, but the buoys remain consistent from one end of the channel to the other.

Another useful tip is don’t always rely on buoys as channel markers. The rockbound bottom found off Maine’s coast doesn’t lend itself to such utilitarian excavation or orderly placement of buoys. Although there will be times when they do correspond to a navigable channel, you can be fooled. I remember the story of a wooden yawl which, having grounded, got jammed upright in the crevice of a ledge at the entrance to Bass Harbor. The boat was lodged smack dab between a red and green buoy. In this case, the three Rs applied, but what the crew failed to note was that the buoys marked two different channels, and the nearby rocky shores fanned the corresponding edge of each passage. If the skipper had consulted the chart, all this would have been obvious.

There are times when only the chart will solve a mystery as to where the best channel lies. The entrance to the beautiful harbor at Blue Hill has no fewer than three green cans within spitting distance, followed by one lonely nun that sits just off a rock. You’re meant to take all of these greens to port, but this will only become evident by reading the chart. So far I’ve witnessed two professionally-captioned megayachts stranded in this confusion corner, and “ain’t nothin’ going to change much,” as the locals would say.

One kind of buoy you hardly ever see in Maine is what we used to call an “obstruction buoy.” it is either red



2008 Acadia Cruise in Maine

over green or the inverse. There are a few of them scattered about, though. When you see one, go for the chart.

In the old days they were used to mark a wreck surrounded by good water, but now they are used to indicate a hazard between two channels. You must determine the extent of shoal water by using the chart.

Off-lying ledges - out in the less-traveled stretches to seaward of the many barrier islands - are sometimes unmarked. If they are still uncovered at mean high tide, you'll have to locate them in the fog by listening for breakers or perhaps by smell if they are popular with seabirds. Or to be safe just give them a very wide berth. Only on rare occasions do dangerous, tidal ledges lack at least a spindle with a daymark on top. Generally, steer clear of any daymark as the ledges can extend a good distance out.

Because of the not-unheard-of phenomenon of fog in these parts, you'll find plenty of audible buoys. Usually they will be bells. But if there's need for two audible buoys in close proximity one will be a bell and the other a gong. (For obvious reasons, if you're homing in on a sound in the fog, it might pay to distinguish between the two.) Very often they will be red and white entrance; or mid-channel buoys. There is usually plenty of deep water around them. Something to be aware of is that these buoys always have radar reflectors and a smaller fiberglass yacht might get "lost" in the clutter surrounding the buoy's bright echo. Since there may be boats zeroing in from many directions, it's a good idea to keep a good lookout for other traffic - especially in thick weather.

Whistle buoys seem to be found only offshore where the waves are sufficient to make them sound. They operate on air compressed by their own motion so you can't always count on hearing a whistle in calm weather that so often accompanies fog. I've noticed some conspicuous dents in a few whistle buoys I've passed.

Sailors "from away" are accustomed to being able to run a course directly from buoy to buoy. That usually works here too, but the exceptions, though rare, can be memorable. Check that line on the chart carefully and always be sure to allow a degree or two to the good side if you can. There's a short run between cans off Widow Island in the east end of the Fox Island Thoroughfare, for example, that will ground you on a drain tide.

In general, I find lighthouses more useful in instilling a sense of security in fog than for any practical value. Their lights won't be seen in time to save you from trouble in nasty conditions, but the foghorn can be of use while you're far off in order to confirm your general position.

Often times you can sail downwind of a horn (where you can count on hearing it), then vector an upsound to the source. This is a far more useful than trying to aim head-on or upwind, especially in the case of most of the minor inshore lights, whose often feeble bleats are designed not to arouse the ire of their neighbors.

Some of the most useful markers along your course won't be manmade aids to navigation at all. If there is a discernable breeze, especially a sea breeze from the southwest, fog will be absolutely reliable in "scaling up" in the lee of any bold island. During daylight hours, I often strike out at some distance to the dependable fog lee of a large island. A depth sounder will let me know when I'm getting close enough to be concerned.

Some charter boats will come with radar, which you might expect will make all these piloting concerns irrelevant. Yet I've seen as many boats return to base with keel alterations that had radar as were without it. For those whose navigation experience is limited to a couple of weeks each summer, I feel radar actually detracts from the proper watch-standing discipline that, in the end, is most useful in preventing accidents. The CRT display of your radar set can't check for current buoys, nor note their sequence numbers or color. You can get lulled into making each buoy in turn, close-at-hand, only to come up on a spindle



2008 Acadia Cruise in Maine

on a wide ledge that looks just like another buoy on the screen. Don't laugh - I've done it and I should know better.

Only rarely do we get fog so thick that I don't actually enjoy the accomplishment of precise piloting. Generally, I'm wary of fog when it is accompanied by hatful of wind. Fortunately that is very rare in these parts. A real pea-souper can make us all appreciate the very sensible, well maintained buoy system we're privileged to have here in the United States. Many charterers come home from a cruise with the glow of satisfaction that comes from the crew's learning to work together as a team that can hit each buoy just at the proper elapsed time, right on the nose.

Oh yes, I might add just one more warning. I've hit one buoy in my career of captaining right square on the nose - literally! So take it slow and keep a keen bow lookout

Art Paine is a former Maine charterboat Captain.



2008 Acadia Cruise in Maine

Spare That Trap

Joel White

Brooklin Boat Yard, Inc., Brooklin, Maine

A growing problem along the Maine coast is the loss of lobster gear caused by yachts, both sail and power, fouling lobster buoys and cutting off the warps connected to the traps below. As the number of yachts increases each summer, so do the financial losses to the fishermen, followed by the rising tide of resentment towards pleasure boats among the fishing community. The problem becomes especially intense on those occasions (yacht club cruises, races regattas) when large numbers of yachts congregate in one area

Some yachtsmen regard lobster traps as an annoyance; yet make little effort to understand how the gear is deployed, or to learn a few simple steps to avoid entanglement. Yachtsman must remember that the fisherman has paid a substantial fee to the state for the privilege of setting traps, and that he is trying to feed his family and pay off the mortgage from the proceeds for each day's haul. By the time a new trap is in the water, the fisherman has between \$50-\$75 invested in each one, and its loss is serious—not only the loss of money invested, but of the future revenues from the catch of that trap. When a yachtsman cuts off a trap, he or she is dipping directly into the fisherman's wallet.

The accompanying drawing shows the arrangement of gear for a typical lobster trap. Sometimes several traps are attached to the one warp and buoy, ...But the gear floating on the surface, which is the part that causes the trouble is pretty much the same everywhere.

What the yachtsman sees on the surface is the buoy, painted with the fisherman's individual colors. Sometimes, depending on the depth of water and the state and speed of the tide, the smaller toggle will also be floating on the surface. The buoy and toggle are always connected by the upper warp - the part of the gear that is usually snagged by the passing yachts.

Because of the great length of line in the water, lobster warps and buoys are much more affected by the tidal stream than by the wind. The buoy and the warp will always be down-tide from the trap, and the buoy is always town-tide from the toggle, with the warp stretching between them. Most fishermen use sinking line between buoy and toggle, in order to keep the warp away from the surface and to decrease the risk of entanglement.

Passing down-tide from, the buoy ensures that the yachts will not snag the warp. To pass up-tide of the buoy, your up-tide for the toggle if it is showing, is an invitation to trouble - the tide sucks the boat down on the buoy, which slides along and under the lee side, and often the warp will be caught by the propeller, or the spade rudder in the case of the modern sailing yachts. I find that many yachtsmen regard the fouling of lobster gear as an inevitable fact of life but there really is no excuse for it. It takes experience and the willingness to concentrate when sailing water with many traps, but attention to the directions of the tidal stream will enable the helmsman to pick a path that will be clear of lobster gear. Watching the water flow by the passing buoys will quickly indicate tidal stream direction. Keep your boat down-tide from the buoy. Where there are bunches of closely packed buoys, it may be necessary to divert your course around them all.

In the event of getting a trap in one's prop or rudder, may feel the solution to the problem is to cut everything in sight and sail away. (Remember that you are cutting \$75 loose from the fisherman's pocket and sinking it

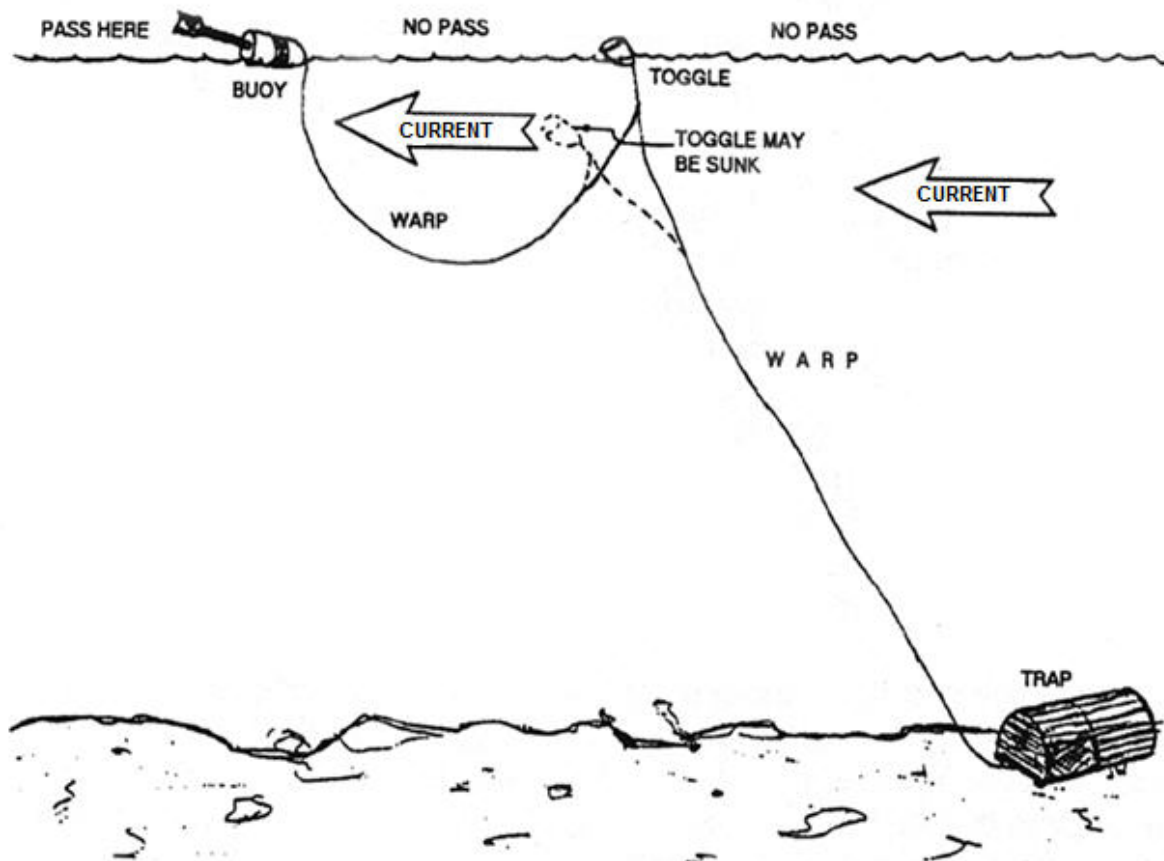


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forever.) The correct procedure is to stop your boat, get hold of the warp with your boathook, and try to untangle it from your boat. If this is unsuccessful, cut the warp but do not just let it to — free as much of the buoy line as

possible, cut it also. And tie the two ends together so that the buoy is reattached to the trap line before letting go. If, in the process, the boat has moved into much deeper water than where the trap originally was, you may need to move the trap back to shallower water before releasing in order to ensure the buoy will reach the surface. Lobstermen use different lengths of warp according to where the trap will be set, and to drop a trap with a 12-fathom warp back into 20 fathoms of water is no better than cutting it off in the first place. Do NOT haul the trap on deck - this is a serious offense, both to the State of Maine and to the lobsterman.

Traditionally there has been good rapport between fishermen and yachtsmen, and the yachtman should bend over backwards to keep this in effect. The yachtman must remember that the fisherman is out there making a living. It is up to us to keep out of his way, not cut off his gear and to handle our boats in the seamanlike way. If you have put his gear in jeopardy, make every effort to save it — he will appreciate those efforts. When things go awry along our coast, it is usually the local fishermen who are the first on the scene with help if you should be the one in trouble, make sure that you deserve that help.





2008 Acadia Cruise in Maine

Sunflower Raft Guidelines for 12-40 Boats

Skippers are solely responsible for the safety of their boat and crew and for the decision whether or not to enter a raft be it a linear or Sunflower raft.

Skippers choosing to participate in the Sunflower raft must follow the guidance of the designated **RAFTMASTER** for the event or anchor separately and clear of the Sunflower raft. Please, no barbecuing while participating in the sunflower raft.

Once the Sunflower raft has been completed, skippers must consult with the RAFTMASTER before deciding to abruptly depart from the raft because this can destabilize the entire raft and possibly result in damage to their boat and other boats.

Sunflower rafting allows crew to socialize while circumnavigating the entire raft pausing long enough on each boat to exchange pleasantries, enjoy libation, share scintillating scenarios and meet old and new friends.

ADVANCE PLANNING REQUIREMENTS

BOAT SKIPPERS

Charge hand-held radio batteries.

Have a working VHF radio on board for radio communication.

Have a working compass on board for assigned placement of anchor(s) according to compass point as reference from center of the raft.

Anchor boats should have at least 150 feet of rode available, with at least 100 feet being used in the water.

Other available boat equipment should include:

- 100 foot long "passing line"

- 40-50 foot long bow line

- 2 spring lines

- 1 stern line

- 2-4 fenders (the larger the better) which should be placed about $\frac{3}{4}$ aft on boat since boats will not be parallel

Become familiar with terms being used when forming the raft:

- Port side presentation means that your boat will be tying up to the raft on your port side

- Starboard presentation means that you will be tying up to the raft on your starboard side

RAFTMASTER ALONG WITH EVENT PLANNING COMMITTEE

Identify possible well sheltered raft site(s) with little or no extra boating traffic that can accommodate a 30-40 boat Sunflower raft.

Identify distance of a landmark within 1 nautical mile from identified raft site.

Requirements for choosing a suitable raft site include:

- An unobstructed area approximately 400 feet in diameter

- Good holding

- Depth of about 8-12 feet at low tide



2008 Acadia Cruise in Maine

ADVANCE INFORMATION needed by RAFTMASTER from Event Registration Forms

Boat cell phone number

Name of boat, size (length) of boat

Type and size of anchor(s)

Type and length of rode

Identification and notification of possible anchor boats beforehand for mock raft design by RAFTMASTER.

Monitor/track weather forecasts and patterns several days in advance.

Identify at least one sturdy inflatable with crew and lines aboard to act as tugboat for boats requiring assistance entering the raft.

A floating mark TBD may serve as a mark for incoming boats to easily identify the center point of the raft when assigned anchor bearings upon arrival.

Designate TBD working VHF channel for all rafting communications.

DAY OF SUNFLOWER RAFT

Morning fleet announcement by way of TBD working VHF radio channel with the **RAFTMASTER** addressing weather conditions for or against rafting.

Note: Building of Sunflower raft will be abandoned when sustained winds of 15 knots or more are forecast for the rafting area.

13:00 hours: Fleet radio announcement on TBD VHF channel by **RAFTMASTER**.

Weather update

Check-in roll call of all boats planning to participate in the Sunflower raft.

15:00 hours: 12 o'clock anchor boat needs to be in place to start building raft with **RAFTMASTER** and boat crew aboard.

Radio call from boats to RAFTMASTER on TBD VHF channel when approaching TBD identified marker that is approximately 1 nautical mile away from the raft site location

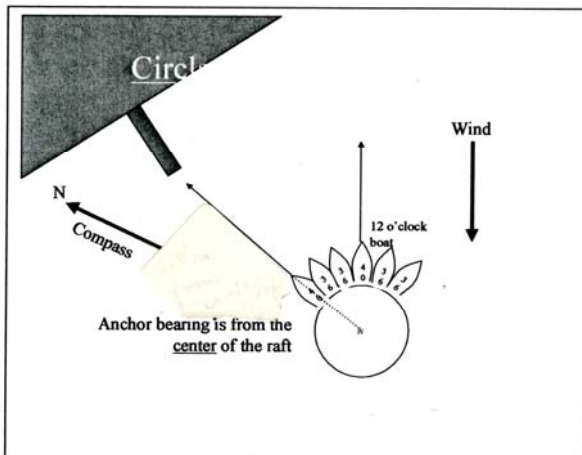
Important that all boats monitor their VHF RADIO for additional instructions UNTIL CLOSED RAFT IS READY FOR BREAK-UP

Approaching boats please check-in with **RAFTMASTER** and listen to TBD VHF channel for rafting instructions

Never, Never, Never winch a Sunflower raft together. It destroys the integrity of the shape of the raft, compromises the set of the anchors and may damage smaller boats.



2008 Acadia Cruise in Maine



RAFT BUILDING WILL BEGIN at windward side alternating smaller and bigger boats on both sides.

If a dramatic wind shift occurs, a boat may be set to windward and **RAFTMASTER** will communicate guidelines to the rest of the raft via TBD VHF channel.

If the wind shift is early in the process, the raft may break up and begin again.

If there is an adverse change in the weather, the raft will break up without rebuilding.

Be aware of the possibility of a raft drift when there is little wind.

One anchor for every second boat will be used if winds are brisk or for smaller rafts, or a combination of every second and third boat.

Multi hulls will be treated as 2 boats.

Have your crew members ready with bow, stern and spring lines when approaching to enter the raft.

If possible pass the loop end of the line to the other boat (preferred) which is quicker, then make any necessary adjustments on your boat.

INSTRUCTIONS FOR BOAT RAFTING will include:

Presentation of your boat towards the raft – port or starboard side of entering boat

Port or starboard side of raft

Anchor or no anchor

Requested rode length

Anchor bearing or other specific positioning instructions

Whether or not straight off bow

Compass point as reference

Landmark as reference where available

THE RAFTMASTER will check shape and size of raft before building beyond three and nine o'clock.

Adjust shape to form a semi-circle as needed by adjusting anchor rodes

When there are just three boats remaining, the opening should just accommodate them.

If the opening is too large boats will be asked to let out on nearby rodes.

If the opening is too small, boats will be asked to take up on nearby rodes.

The perfect raft will have just enough room for the 6 o'clock boat to slide in.

If needed, a hand held line across the open end can be used to help close the raft

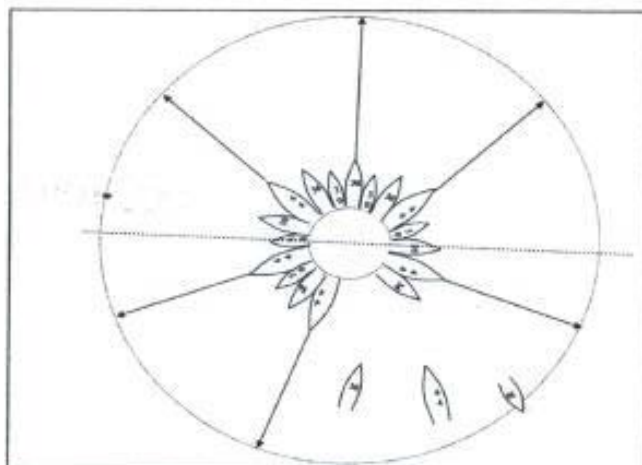
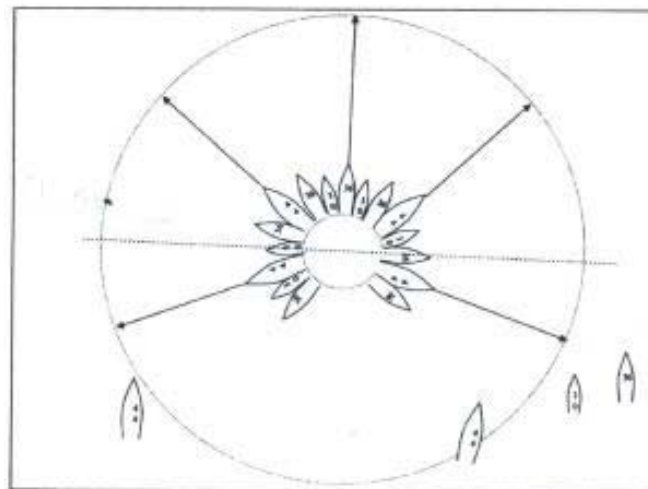
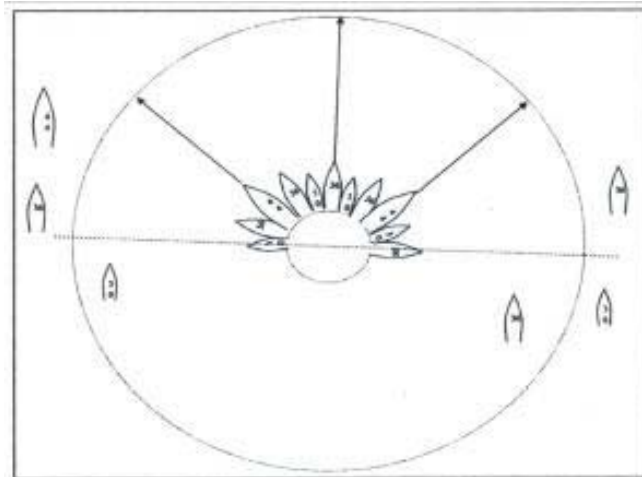


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Illustration – Building a Circle Raft

Example 20 boats

(7 – 30', 8 – 36', 5 – 44')





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CLOSING OF SUNFLOWER RAFT

The **RAFTMASTER** will announce the closing of the raft when all boats have been accommodated. After closing of the raft, the **RAFTMASTER** will walk the raft and may ask for adjustment of lines, fenders, and anchor rode.

BREAK-UP OF SUNFLOWER RAFT

Once the Sunflower raft has been completed, skippers must consult with the RAFTMASTER before deciding to abruptly depart from the raft because this can destabilize the entire raft and possibly result in damage to their boat and other boats

The **RAFTMASTER** will announce the break-up time.

Ask boat skippers to be ready when invited to break from the raft.

Break-up will occur from the six o'clock position (downwind or down current) if there is wind.

Break-up will occur from down current if there is no wind.

Skippers will be invited to leave in order from both sides of the raft, ONE AT A TIME.

Upwind and up-current boats need to wait their turn to avoid chaos.

Before departing the raft, make sure that the boat that was next to you is safely out of the way or underway before your departing the raft and the area.

SUNFLOWER RAFT GUIDELINES by Linda Pasley 4/2008
Adapted from "All Around SOS Rafts" by Bill Small, 4/2000
Revised by John Halstead 1/2008



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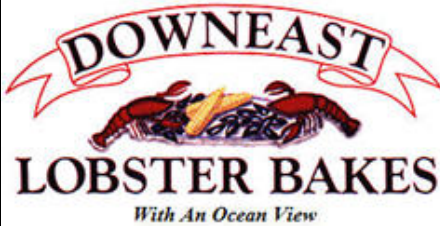
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Ann or Steve Cough
Bar Harbor Lobster Bakes
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<http://www.barharborlobsterbakes.com>

Photographs By ANNE WETZEL

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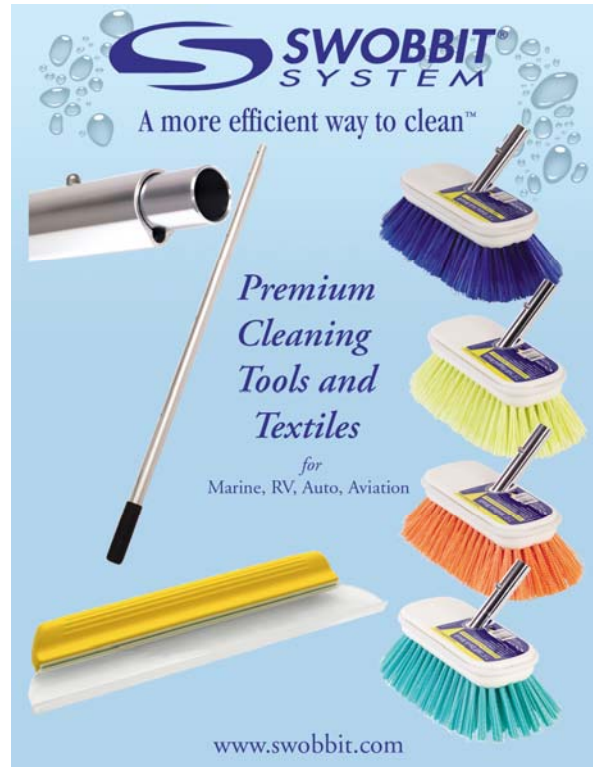
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The Fleet

Boats in the Fleet

BOAT	SKIPPER			
<i>ALL THAT JAZZ</i>	Bowman 40 Length: 40 Hull Color: Blue	Cutter Beam: 12.5 Sail #: 1198	Draft: 5	Leigh Seaver
<i>ARIOSO</i>	Fortier 26" Downeast Length: 26 Hull Color: white	Power Beam: 10 Sail #:	Draft: 3	Charlie Hildreth
<i>AVA</i>	Sabre 386 Length: 38 Hull Color: Green	Sloop Beam: 12 Sail #:	Draft: 5	David Siwicki
<i>BLUE CHIP</i>	Bristol 38 Length: 38 Hull Color: Blue	Sloop Beam: 12 Sail #:	Draft: 4	Stephen M. Zwarg
<i>CADENCE</i>	Alden Length: 43 Hull Color: White	Sloop Beam: 12.6 Sail #:	Draft: 5.9	Peter Vieira
<i>CARPATHIA</i>	Sabre 34 Length: 34 Hull Color: White	Mh Sloop Beam: 11.2 Sail #: 363	Draft: 6	Curtis Koster
<i>ENCORE</i>	Sabre362 Length: 36.2 Hull Color: BLUE	Sloop Beam: 12 Sail #: 181	Draft: 4.8	James Drinane
<i>EOS</i>	True North 38 Length: 41 Hull Color: Blue	Power Beam: 13.5 Sail #:	Draft: 3.5	Terry Laughren
<i>EVENTIDE</i>	L Harbor Length: 46 Hull Color: Grey/Blue	Sloop Beam: 14 Sail #:	Draft: 6	Dick Woods
<i>FASCINATION</i>	Beneteau 445 Length: 43.3 Hull Color: White	Sloop Beam: 13.6 Sail #:	Draft: 5.9	Daniel Fetterman
<i>FOLK SONG</i>	Rhodes Reliant Length: 41 Hull Color: White	Yawl Beam: 10.9 Sail #:	Draft: 6	Daniel H. Van Winkle
<i>FOXFIRE</i>	Dickerson 37 Length: 37 Hull Color: White	Cutter Beam: 11 Sail #:	Draft: 4.5	Wallace E. Savory
<i>GADZOOKS</i>	C&c 38 Length: 37.5 Hull Color: Dk Blue	Sloop Beam: 12 Sail #: 21108	Draft: 6.1	Geof Berringer
<i>GREAT GAELS</i>	Beneteau 1150 Length: 37 Hull Color: White	Sloop Beam: 12.1 Sail #: 51870	Draft: 4.4	George Hallenbeck
<i>ILENE</i>	Saga Length: 43 Hull Color: White	Sloop Beam: 12 Sail #:	Draft: 5.8	Roger J. Karlebach



2008 Acadia Cruise in Maine

BOAT	SKIPPER			
<i>KINDRED</i>	C&c Redwing 30 Length: 30 Hull Color: white	Sloop Beam: 8.5 Sail #: 2471	Draft: 4.5	Arthur F. Draper Jr.
<i>MARAMOR</i>	Grand Banks 42 Length: 47 Hull Color: white	Power Beam: 14 Sail #:	Draft: 0	John Love
<i>NE PLUS ULTRA</i>	Hinckley Bermuda 40 Yawl Length: 40.09 Hull Color: Flag Blue	Yawl Beam: Sail #: none	Draft: 4.03	Joseph V. McCarthy
<i>NOORD HINDER</i>	Jon Meri 40 Length: 40 Hull Color: Dark Green	Sloop Beam: 12 Sail #: 32908	Draft: 7	Bob Ebin
<i>ONE EAGLE'S WINGS</i>	Bristol 43.3 Length: 43 Hull Color: Black	Sloop Beam: 13 Sail #:	Draft: 4.5	Stephen A. Tyler
<i>PANDORA</i>	Saga 43 Sloop Length: 46 Hull Color: white	Sloop Beam: 12 Sail #: USA60855	Draft: 5.75	Robert J. Osborn, Jr.
<i>POTION</i>	Duffy Length: 37 Hull Color: White	Power Beam: Sail #:	Draft: 4'6"	John A. (Jay) Kiszkiel
<i>RALLY POINT</i>	Lafitte 44 Length: 44 Hull Color: White	Cutter Beam: 12.4 Sail #: 4402	Draft: 6.4	Tom Lane
<i>SEALEAF</i>	Able 58 Length: 58 Hull Color: BLUE	Sloop Beam: 16 Sail #:	Draft: 7	Robert J Leaf
<i>SECOND WIND</i>	1980 Sabre 30 Mark I Length: 30 Hull Color: Blue	Sloop Beam: 10 Sail #: 23721	Draft: 5	Jim Stevens
<i>SLOW POKE</i>	Trawler Yacht Length: 46 Hull Color: White	Power Beam: 15 Sail #:	Draft: 5	J. Jay Mautner
<i>TANGO</i>	F&c 44 Length: 44 Hull Color: White	Ketch Beam: 12.6 Sail #: 23781	Draft: 5.6	Roger T. Fortin
<i>TEKHAI</i>	Alberg 35 Classic Length: 35 Hull Color: White	Sloop Beam: 9.8 Sail #: 57	Draft: 5.4	Edwin F. Butler, Jr.
<i>TENACITY</i>	Beneteau First 44.7 Length: 44 Hull Color: White	Sloop Beam: 13 Sail #: 52559	Draft: 8	Samuel B. Fuller
<i>TRILLIUM</i>	Hinckley Pilot 35 Length: 35.9 Hull Color: Flag Blue	Sloop Beam: 9.6 Sail #: 1584	Draft: 5	Richard Young



2008 Acadia Cruise in Maine

Crew by Boat Name

ALL THAT JAZZ

Seaver, Leigh
Seaver, Carol
Pyron, Cynthia
Pasley, Linda
Pasley, John

ARIOSO

Hildreth, Charles
Hildreth, Jane

AVA

Siwicki, Dr. David M.
Siwicki, Jeannine
Siwicki, Gracie 8
Siwicki, Faith 6

BLUE CHIP

Zwarg, Stephen M.
Zwarg, Janet
Zwarg, Jon
Zwarg, Brooke

CADENCE

Vieira, Peter
Vieira, Rosemary
Reardon, Blasé
Readon, Anne

CARPATHIA

Koster, Curtis
Koster, Susan

ENCORE

Drinane, James F.
Drinane, Suleika Cabrera
Katz, Bob
Katz, Milaagros Casellas

EOS

Laughren, Terry
Laughren, Leslie

EVENTIDE

Woods, Richard
Woods, Robin

FASCINATION

Fetterman, Daniel
Fetterman, Catherine
Fetterman, Maxwell 12
Fetterman, Lucy 9
de Neergaard, William
de Neergaard, Helene
Hilton, John
Hilton, Ginny

FOLK SONG

Van Winkle, Daniel H.
Van Winkle, Betsy
Cole, Hugh

FOXFIRE

Savory, Wally
Linforth, David
Linforth, Margit
Thomas, Bill

GADZOOKS

Beringer, Geoffrey
Beringer, Marie
Beringer, Ginger
Keitz, Ray
Beringer, Owen 11
Beringer, Sarah 9
Beringer, Grayson 8
Smith, Roger
Smith, Marcia
Beringer, Chris
Beringer, Dana
Beringer, Liam 4
Beringer, Griffin 3

GREAT GAELS

Hallenbeck, George
Hallenbeck, Grace
Nyquist, Anne

ILENE

Karlebach, Roger J.
Karlebach, Ilene W.

KINDRED

Draper, Arthur Port
Draper, Katherine

MARAMOR

Love, John P.
Love, Marilyn

NE PLUS ULTRA

Spinella, Geraldine
McCarthy, Joe
McCarthy, Leslie
Hecker, Sara 13

NOORD HINDER

Ebin, Robert
Louis, Meg
Ebin, Julie
Ebin, Zander
Ebin, Daniel

ON EAGLE'S WINGS

Tyler, Stephen A.



2008 Acadia Cruise in Maine

Tyler, Ingrid D.
Gesell, William
Gesell, Linda

PANDORA

Osborn, Robert J.
Osborn, Brenda

POTION

Kiszkiel, Jay
Kiszkiel, Linda
Hughes, Kevin
King, Shelly

RALLY POINT

Lane, Tom
Lane, Gail
Dennis, Boo

SEALEAF

Leaf, Robert
Leaf, Jeanette

SECOND WIND

Stevens, James
Stevens, Chris

SLOW POKE

Mautner, J. Jay
Mautner, Jill
Larsen, Carl
Larsen, Tulinda
Mutch, Andy

TANGO

Fortin, Roger T.
Fortin, Jane B.
Fortin, James
LaMarque, Heather

TEKHAI

Butler, Edwin F. Jr.
Ray, Liza (Butler)
Blount, Larry
Blount, Susan

TENACITY

Fuller, Sam	
Fallon, Yvette	
Fuller, Jr., Sam	14
Kennedy, Peter	15

TRILLIUM

Young, Richard	
Young, Cheryl	
Young, Timothy	13
Young, Kayla	12
Young, Tate	



2008 Acadia Cruise in Maine

Alpha Crew List

<u>NAME</u>	<u>BOAT</u>	<u>AGE</u>	<u>NAME</u>	<u>BOAT</u>	<u>AGE</u>
Beringer, Chris	GADZOOKS		Lane, Gail	RALLY POINT	
Beringer, Dana	GADZOOKS		Lane, Tom	RALLY POINT	
Beringer, Geoffrey	GADZOOKS		Larsen, Carl	SLOW POKE	
Beringer, Ginger	GADZOOKS		Larsen, Tulinda	SLOW POKE	
Beringer, Grayson	GADZOOKS	8	Laughren, Leslie	EOS	
Beringer, Griffin	GADZOOKS	3	Laughren, Terry	EOS	
Beringer, Liam	GADZOOKS	4	Leaf, Jeanette	SEALEAF	
Beringer, Marie	GADZOOKS		Leaf, Robert	SEALEAF	
Beringer, Owen	GADZOOKS	11	Linforth, David	FOXFIRE	
Beringer, Sarah	GADZOOKS	9	Linforth, Margit	FOXFIRE	
Blount, Larry	TEKHAI		Louis, Meg	NOORD HINDER	
Blount, Susan	TEKHAI		Love, John P.	MARAMOR	
Butler, Edwin F. J	TEKHAI		Love, Marilyn	MARAMOR	
Cole, Hugh	FOLK SONG		Mautner, J. Jay	SLOW POKE	
de Neergaard, Hele	FASCINATION		Mautner, Jill	SLOW POKE	
de Neergaard, Will	FASCINATION		McCarthy, Joe	NE PLUS ULTRA	
Dennis, Boo	RALLY POINT		McCarthy, Leslie	NE PLUS ULTRA	
Draper, Arthur Por	KINDRED		Mutch, Andy	SLOW POKE	
Draper, Katherine	KINDRED		Nyquist, Anne	GREAT GAELS	
Drinane, James F.	ENCORE		Osborn, Brenda	PANDORA	
Drinane, Suleika C	ENCORE		Osborn, Robert J.	PANDORA	
Ebin, Daniel	NOORD HINDER		Pasley, John	ALL THAT JAZZ	
Ebin, Julie	NOORD HINDER		Pasley, Linda	ALL THAT JAZZ	
Ebin, Robert	NOORD HINDER		Pyron, Cynthia	ALL THAT JAZZ	
Ebin, Zander	NOORD HINDER		Ray, Liza (Butler)	TEKHAI	
Fallon, Yvette	TENACITY		Readon, Anne	CADENCE	
Fetterman, Catheri	FASCINATION		Reardon, Blasé	CADENCE	
Fetterman, Daniel	FASCINATION		Savory, Wally	FOXFIRE	
Fetterman, Lucy	FASCINATION	9	Seaver, Carol	ALL THAT JAZZ	
Fetterman, Maxwell	FASCINATION	12	Seaver, Leigh	ALL THAT JAZZ	
Fortin, James	TANGO		Siwicki, Dr. David	AVA	
Fortin, Jane B.	TANGO		Siwicki, Faith	AVA	6
Fortin, Roger T.	TANGO		Siwicki, Gracie	AVA	8
Fuller, Sam	TENACITY		Siwicki, Jeannine	AVA	
Fuller, Jr., Sam	TENACITY	14	Smith, Marcia	GADZOOKS	
Gesell, Linda	ON EAGLE'S WINGS		Smith, Roger	GADZOOKS	
Gesell, William	ON EAGLE'S WINGS		Spinella, Geraldin	NE PLUS ULTRA	
Hallenbeck, George	GREAT GAELS		Stevens, Chris	SECOND WIND	
Hallenbeck, Grace	GREAT GAELS		Stevens, James	SECOND WIND	
Hecker, Sara	NE PLUS ULTRA	13	Thomas, Bill	FOXFIRE	
Hildreth, Charles	ARIOSO		Tyler, Ingrid D.	ON EAGLE'S WINGS	
Hildreth, Jane	ARIOSO		Tyler, Stephen A.	ON EAGLE'S WINGS	
Hilton, Ginny	FASCINATION		Van Winkle, Betsy	FOLK SONG	
Hilton, John	FASCINATION		Van Winkle, Daniel	FOLK SONG	
Hughes, Kevin	POTION		Vieira, Peter	CADENCE	
Karlebach, Ilene W	ILENE		Vieira, Rosemary	CADENCE	
Karlebach, Roger J	ILENE		Woods, Richard	EVENTIDE	
Katz, Bob	ENCORE		Woods, Robin	EVENTIDE	
Katz, Milaagros Ca	ENCORE		Young, Cheryl	TRILLIUM	
Keititz, Ray	GADZOOKS		Young, Kayla	TRILLIUM	12
Kennedy, Peter	TENACITY	15	Young, Richard	TRILLIUM	
King, Shelly	POTION		Young, Tate	TRILLIUM	
Kiskziel, Jay	POTION		Young, Timothy	TRILLIUM	13
Kiskziel, Linda	POTION		Zwarg, Brooke	BLUE CHIP	
Koster, Curtis	CARPATHIA		Zwarg, Janet	BLUE CHIP	
Koster, Susan	CARPATHIA		Zwarg, Jon	BLUE CHIP	
LaMarque, Heather	TANGO		Zwarg, Stephen M.	BLUE CHIP	